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### SUMMARY OF NEWS.

— 545 —

#### Politics of Europe.

To-day we lay before our readers, a Report of the House of Commons on the Trade of Great Britain, copied from the *LONDON COURIER*; and we trust the importance of the article, in both a commercial and political point of view, will excuse the large space it occupies. It is thus spoken of by the "*TIMES*:"

*Trade of the Country.*—The second report of the Committee of the House of Commons on the trade of the country has been published. Whatever plan may have been contemplated or may ultimately be adopted by the Legislature, for extending as far as possible the commerce of this country, must of necessity, if a reasonable plan, be grounded on a thorough consideration of the burdens by which our commercial interests have hitherto been depressed. The taxes levied, and prohibitions imposed by act of Parliament upon various branches of foreign merchandise, and which had reacted upon the merchants and manufacturers of Great Britain, but the enforcement of which had been confided to officers of the Customs, formed a principal topic of observation in the speech delivered by Mr. Robinson last session. But there was another class of imposts to be considered, which affected the ships both of England and of foreign states, more directly than the produce or commodities of either—we mean the payments exacted from navigation as contradistinguished from commerce, under the heads of lights, harbour-dues, pilotage, &c. on all vessels entering the ports or passing the coasts of Great Britain. This body of taxes came under the immediate notice of the Committee, and their second report applies exclusively to the above-mentioned local duties. Those placed by law under the management of the Trinity House are the first to which the Committee have referred. The principles on which some of these taxes are levied appear to be erroneous and oppressive on the face of them. Although our lights were evidently established for the exclusive benefit of English commerce, foreign ships, which are not bound to any port of this kingdom, but which traverse the narrow seas as the common high road from one foreign country to another, are not only, when driven by accident within the power of the British Authorities by stress of weather or otherwise, subjected to a light-house tax, but they are charged double the amount of taxation payable by British merchantmen. The consequence of this, is twofold: it exposes British ships to an equivalent exercise of severity, when thrown upon the coasts of foreign nations; and it so deters foreigners from approaching our shores or entering our harbours but in the last extremity, that a large foreign expenditure is forfeited by our seaport towns, and many foreign ships are annually lost, with thousands of unfortunate mariners. But the amount of taxation raised by the Trinity House is as much objected to by the Committee as are the principles on which it has been adjusted; and although some (indeed a small proportion) goes in charity, the public will be apt to agree with the Committee when they hear that for the maintenance of the lights a sum is charged in account (and that enormously profuse) not exceeding 38,000*l.*, while the sum raised in taxes is 90,000*l.* The Corporation of the Trinity House are known to give the best dinners in the British empire; but the actual expenditure for collection and lighting is excessive, short though it fall of the revenue of this ancient corporation. There is (according to the report) not sufficient regard to economy in regulating the

disbursements incident to the maintenance of the lights, those under the Trinity House being kept up at a charge of 1,900*l.* per annum each, while those in the north of the kingdom, under what is termed "Northern Commission," are kept at 650*l.* each per annum. The allowance for Commission, agency, &c., is very formidable, being no less than 11,000*l.* a year. Many changes and reforms are recommended by the Committee, which, while they would relieve foreigners from more than half, and British ships from a large proportion of their burdens, would still provide amply for the wants of navigation, and for all the charitable and hospital purposes hitherto embraced by the funds of the Trinity House establishment. Ramsgate Harbour, and the mode in which its trustees have discharged their office, is next adverted to in this second report. "The dues collected for support of this harbour are of an amount sufficient to press heavily on the shipping and commerce of this country; and have been a cause of serious complaint on the part of British and foreign ship-owners, nor, in the opinion of the Committee, without justice." This may be esteemed a tolerable summary of the judgment, formed after full investigation by a Committee of the House of Commons, as to the merits of the Ramsgate trust. Nor can we find materials in the vouchers referred to for impugning that sentence, however severe. It appears that all ships above a certain tonnage, passing the coast, whether from east or west, are taxed for the maintenance of this harbour. It appears that the tax is levied indiscriminately, not merely on vessels which do not enter the port, but on vessels whose draught of water is so great, that they cannot by possibility enter it. It appears that foreign ships capable of getting into Ramsgate are charged (whether they try to enter or not) twice over what British ships of the same tonnage are charged with; and that foreign vessels too large to find shelter in Ramsgate are made to pay for the want of an asylum quadruple what is demanded from British merchantmen for the same offence!

It is further manifest, that with all their extortion, the trustees of Ramsgate harbour have been spending money faster than they raised it; that a million and a half, has been sunk in that vortex, and there will be required an additional 150,000*l.*; that the regular annual outgoings of the trust exceed the revenue by 10 per cent., and that the charges of management beat all we heard of even in the worst days of Irish prodigality, being no less than 26 per cent., or more than one fourth of the whole revenue! From the public virtue of Sir William Curtis, who is in his own person the "head and front" of this Ramsgate concern, we might have looked for better things!

The report concludes with some remarks of minor interest with respect to Dover harbour, the state of which is susceptible of some improvement, and its management of more or less reform.

*London October 22, 1822.*—Opening of Drury Lane Theatre.—The Drury lane season commenced on Wednesday night. On the opening of the doors, considerable bustle prevailed, so great was the crowd, and so warm the contest for places. The magnificence and comfort of the late improvements formed the general theme of admiration. On the rising of the curtain, the national anthem of "God save the King" was sung by the performers. A repetition was demanded, which was promptly

complied with. In a moment after Mr. Terry came forward, through the opening in the newly-constructed drop-curtain. After a very warm reception, he spoke an Address, written for the occasion by G. Colman, Esq.

Since Theatres so oft in this our time  
Are launch'd upon the town with solemn rhyme,  
Thoughts ready-made, to fit the theme are found,  
Like last year's tunes on barrel-organs ground;  
And Poets furbish, in the pathos style,  
Old tropes and figures for the new-built pile.  
The Sock and Buskin named, the Muses follow—  
The Opera always prefac'd with Apollo;  
But, Architecture's claims when we enforce,  
Vitruvius and Palladio come of course,  
Till, after a long dance through Greece and Rome,  
To Dryden, Otway, Congreve, getting home,  
We end with Shakspear's Ghost still hov'ring on our dome! }  
Alas! how vainly will our modern fry  
Strive with the old Leviathans to vie!  
How foolishly comparison provoke  
With lines that Johnson writ and Garrick spoke:  
Abandon we a strain, without more fuss,  
Which, when attempted, has abandon'd us;  
And let us guiltless be, however dull,  
Of murdering the "sublime and beautiful."  
Thus then our Manager, who scouts the fears  
Of pulling an Old House about his ears,  
Has spared of our late edifice's pride  
The outward walls, and little else beside:  
Anxious has been that labour to complete  
Which makes magnificence and comfort meet;  
Anxious that multitudes may sit at ease,  
And scantier numbers in no desert freeze—  
That ample space may mark the lib'ral plan,  
But never strain the eyes or ears of man.  
Look round and judge;—his efforts are all waste,  
Unless you stamp them all a work of taste;  
Nor blame him for transporting from his floors  
Those old offenders here—the two Stage-doors—  
Doors which have oft with burnish'd pannels stood,  
And golden knockers glittering in the wood,  
Which on their posts through every change remain'd,  
Fast as Bray's Vicar whosoever reign'd;  
That served for palace, cottage, street, or ball,  
Used for each place, and out of place in all;  
Station'd, like watchmen, who in lamplight sit,  
For all their business of the night unfit.  
So much for visual sense;—what follows next  
Is chiefly on the histrionic text:—  
And our Adventurer has toil'd to store  
His list of favourites, with some favourites more;  
Sought planets roving from their former sphere,  
And fixed, as stars, the brilliant wanderers here;  
The Drury's Luminaries added light,  
And made his sky with constellations bright.  
Rich the repast—and may, we trust, insure  
The custom of the scenic Epicure.  
E'en I, although among the last and least,  
May pass, perhaps, as garnish to the feast.  
As for our living dramatists, if now  
The genuine Bays disdain to deck their brow,  
Still they can please, and as they're dull, or clever,  
You patronize, or damn, the same as ever:  
For each degree of talent, after all,  
Must here, by your decision, rise or fall.

The School for Scandal was the play. Sir Peter Teazle was well represented by Mr. Terry, and Lady Teazle by Mrs. W. West. Mr. Downton, after two years' absence, appeared in the person of Sir Oliver Surface: he was warmly received, and his performance deservedly applauded. Mr. Elliston's Charles Surface was a correct, easy, and natural sketch. The other characters were well supported. The afterpiece was the comic

opera of the poor Soldier, in which Madame Vestris took the part of Patrick.

*Berlin, September 22.*—A few days ago, at one in the morning, a well-dressed young woman of 19, was found in front of a house in this city, severely wounded in the head and one of her limbs. She was removed to the Town-house. Upon inquiry, she was discovered to be the daughter of a respectable and wealthy citizen, who in consequence of missing her the day before, had published advertisements in the papers. According to the deposition made by the young woman, it appears that two military men accosted her in the evening as she was returning from seeing a friend; that notwithstanding she disengaged herself from them several times, they pursued her and carried her by force to one of their comrades. They then made propositions to her, contrary to her honour, and on her refusal threatened violence. She had then no other recourse but to leap from a window, the doing of which had thrown her into the state in which she was found. This affair has made a great sensation, and it is supposed to have given occasion to a severe Cabinet order concerning the military. The three criminals will be severely punished, particularly if, as it is reported to-day, the girl is dead of her wounds.

*Sun Fish.*—A fish of this rather uncommon species was caught, about a month ago, on the North of Shetland, and has been brought home by Captain Wilkinson, of the Greenland ship *MARY FRANCES* of this port, by whom, during the past week, it has been politely shown to a number of curious visitors. The fish, according to Dr. Shaw, is a native of the European Seas, and from the singularity of its aspect has long since attracted the particular observation of naturalists. In general appearance it rather represents the head of some large fish than a complete animal, the body being short and terminating abruptly on the hind part. Its skin is rough, and it is supposed to feed principally on shell fish. During the night, it exhibits a high degree of phosphoric splendour, from which, and its almost circular form, it has probably derived its name. The present specimen is about 3 feet 4 or 5 inches in length, and about 2 feet broad; and its head bears no very distant resemblance to the countenance of an old man in a state of frightful distortion. This fish is sometimes observed to lie on its side, upon the surface of the water, and, when taken, it was in this situation. In the Northern seas it is said to arrive at a vast size, and to have been found 8 or 10 feet in length, and of the weight of 500 pounds.—*Hull Advertiser.*

*Cruelly Unparalleled.*—On Monday last (Aug. 26th,) Charles Stephens was arraigned before Joshua T. Chase and Isaac Lyman, Esqs., at Kittery-Point, charged with the murder of his son, C. Henry Copely Stephens, aged nine years. It appeared in evidence before the Magistrates, that Stephens, recently an intelligent ship-master, was in the frequent habit of abusing his wife and children. On Sunday morning the 21st of July, he was heard by a neighbour at the distance of sixty rods to whip his wife severely; her shrieks were very loud, and his son Charles was heard to say, "I shall die; I shall die." On Sunday, the 11th of August, the same person heard him beat his son severely, who, after beseeching his father in vain for mercy, said, he "wished God would take him out of the world that moment." On Tuesday, the 6th instant, Stephens and his wife returned from Boston; at ten-table a quarrel arose between them, and he beat her severely. She disappeared soon after, and had not been found at the period of the examination. (It has since been ascertained that she effected her escape to this town dreadfully mangled, and now lies secreted in the house of one of her friends.) On Wednesday, the 13th instant, he gave his son several severe whippings with a rope. In the evening of that day a lad called on Stephens on an errand; his son went to the door, and appeared to be much exhausted from the chastisement he had received. He has not since been seen. The day following the dwelling-house of Stephens was closed, the windows and doors fastened, and all attempts to gain admittance were ineffectual though his little daughters were heard to cry and beg for the admission of their aunt, who was knocking at the door. On Friday four persons only gained admittance, but they saw nothing of the missing child. From the circumstances of the mys-



terious absence of Mrs. Stephens, and Charles not having been seen since Wednesday, a suspicion arose that the latter had been murdered. Several persons accordingly watched near the house on Friday evening. Between eight and nine o'clock a man was seen in a boat making from a neighbouring wharf to the cove in front of Stephens's house; have gained the shore, he went up to the house, and soon returned, bearing in his arms a burden, which he deposited in the boat, and sculled round the point out to sea, at first moderately, but afterwards very fast. The boat was on Saturday taken up, eight miles from land, and the painter, which was a chain, was gone. On Friday morning Stephens sent his little girl to the house of Mrs. Jane Seavey, at the distance of a mile and a half, to inquire if she knew where Charles was. Mrs. Seavey observing that the child looked ill, asked what ailed her. The child was unable to tell, and Mrs. Seavey examined her body.—Language is inadequate to describe the shocking picture which presented itself: the unfortunate little victim was so discoloured from her neck to her heels, that the stoutest heart could not look upon her unappalled. On her back and arms were several wounds, and on the abdomen a contusion which it was then feared would prove mortal. She was so much swollen and bruised that Mrs. Seavey was obliged to cut the linen from her back. The child is an unusually delicate girl of seven years. She testified that her father whipped her on Wednesday with a rope, at the same time he whipped Charles, whom he also beat with the tongs, saying "he would fix him." The little girl was immediately put under the care of physicians, and is likely to recover. On Sunday evening Stephen came to this town and entered a fictitious name on the stage book for Boston, but was apprehended next morning. He has been committed to York goal, to take his trial at the term of the Supreme Court to be holden at Alfred, on Tuesday, next, Sept. 3.—*Portsmouth (New Hampshire, United States) Journal.*

*Nunnery in the West of England.*—The *PLYMOUTH WEEKLY GAZETTE* says—"A mysterious sort of a paragraph having appeared in several papers in this county, respecting the escape, re-capture, and forcible detention of a young lady in a nunnery in the West of England, we have made inquiries on the subject, conceiving it alluded to the establishment of that kind at Cox-side, near this town, and the following particulars may be depended upon as the cause which gave rise to the report:—One of the nuns (not exactly a young lady, being on the verge of seventy), who has been afflicted with occasional mental derangement for last twenty years, whilst out airing in the garden, finding the gate open, went out, and was walking up the road, when she was met by a respectable gentleman of this town, who from the singularity of her dress and wildness of manner, spoke to her, and inquired where she was going. She replied, 'to see her brother, the Duke.' This answer convinced him that she was suffering under mental derangement, and he in consequence informed the gardener of the establishment of the circumstance, who went in pursuit of, and found her, and with him she returned in the most peaceable manner. For the above, we have the authority of Mr. Tripe, the surgeon of the establishment, under whose care the lady in question now is; and we hope the editors of the journals who have inserted the paragraph to which we allude, will publish this explanation." By the way, Mr. Tripe (being an interested witness) is not the best authority on the subject.

*Mansion-House.*—*New and most Destructive mode of Fishing.*—Five fishermen were brought before the Lord Mayor by Howell the water-bailiff, and Nelson his deputy, charged with having carried on a new, unlawful, and most destructive system of fishing in the river Thames.

It appeared from the evidence that the Thames fishermen from Greenwich towards the Medway have lately adopted a plan of fishing, which is calculated in a degree beyond all former example to thin the river of the broods of young fish. This system was described to be as follows:—A number of boats provide themselves each with a wide-mouthed net of the shape of a drink net, and of extremely large dimensions, which are extended

as much as possible by long iron rods attached to beams, which float upon the surface. The boats thus accoutred lie across the stream, and the mouths of the nets are held towards the approaching tide. The "take" is in consequence of this marshalling of the little fleet immense, the fishermen being by one night's success enabled to combat with a month of adversity and condemnation of nets and fins. Another temptation to this practice is superadded—the fishermen may lie in their boats, and smoke their pipes, while the work of destruction is going on; and it is only necessary for them to appoint a clever scout to watch for "old Nelson," the water bailiff, lest he should interrupt their labours; the produce of which is every day hawked about in Middlesex and Essex, and consists of young fish of every description. It was stated incidentally during the examination, that there is a species of fish amongst those so hawked about, which, if eaten without moderation, inevitably produces "*cholera morbus*." Nelson, as soon as he heard of the existence of the formidable fleet down the river, set sail with two men for the purpose of capturing them; but the scout was true to his post, and the fleet were informed of the motions of the enemy, by means of a sort of telegraph. Before the arrival of the foe, all the nets were in a place of safety. Disguise was then resorted to, but Nelson's boat was known. On Wednesday (Oct. 2) however, Nelson got into a strange boat, and having put on a red coat, a cap, and a false nose, bore down upon the crews that lay below Greenwich, in a part called Bugsby's Hole, busily engaged in making preparation for a "take." But even in that disguise he was recognized by one of the prisoners, who immediately gave the alarm, and the nets were in a moment out of the way. A shout of derision was then set up at Nelson, who upon the spot swore that he would get hold of some of the "bad ones" within forty-eight hours, and kept his word. The fishermen calculated upon his coming down upon them in some new disguise, and were on one occasion thrown into consternation at the appearance of an old woman who crossed the river with a sack of potatoes. They little expected that, old and infirm as the deputy is, he would pay them a visit on a stormy night; but he went into the neighbourhood late in the evening, and concealed himself until midnight, when he sailed out, and ran direct in upon the whole fleet in Bugsby's hole. The nets were cut away, and the oars went to work, but Nelson dragged the river, and succeeded in getting six large nets into his possession before morning, after an infinite deal of labour. Having recognised the owners, he commanded them to appear before Lord Mayor, and his command on such occasions is mostly obeyed implicitly, as they know how fruitless it is, and what they may expect, if they disobey. One of the fishermen did not appear, and a warrant was issued from his apprehension.

The fishermen, in their defence, declared that they were forced by their extreme poverty to make use of unlawful nets. One of them stated that the parish had purchased him his net in order to rid themselves of the burden of maintaining him. The man who had prevented Nelson from seizing the net, which was all he had in the world, said that he owed before, and not to warn the other fishermen. The whole of them declared they were too poor to pay any fines, and that as Mr. Nelson had not only seized their nets, but also the whole of their "gear," anchors, &c., they must be utterly ruined if their gear were taken from them.

The Lord Mayor expressed his surprise at the infatuation of the prisoners in so pursuing a system which was manifestly to the injury of the body, as they destroyed the brood of the succeeding year. There could be little surprise at the complaints of the diminution of the broods of large fish, whilst the practices now complained of were carried on. It appeared that the temptation to the practices arose not so much from any superior profit, but from the hours of idleness it afforded; for nearly as many full-sized and wholesome fish might, it was admitted, be taken with proper labour with lawful nets. His Lordship felt it his duty to condemn the whole of the nets and all the gear and tackle attached to them. He fined the fisherman who gave intelligence of the approach of Nelson, 60s., in addition to the forfeiture of his tackle.

**Foreign Trade of the Country.****REPORT.**

The Select Committee appointed to consider of the maintaining and improving the Foreign Trade of the Country, and to report their opinion and observations thereupon to the House, have pursuant to the Order of the House, examined the matters to them referred; and have agreed to the following Report:

(Ordered to be printed July 23, 1822.)

In the first Report presented by this Committee, allusion was made to various burthens that appeared to press upon the Navigation and Commerce of the Country, under the denominations of Lights, Harbour Dues, Pilotage, &c.; and although the intention of your committee to examine these under their several heads, was postponed, by the interposition of matters that seemed to require more immediate attention, your Committee felt anxious, at as early a period as possible, to take up the consideration of them, from a conviction that they not only were matters of importance in themselves, but that their importance was greatly augmented by their relation to other measures, by which it was hoped to extend the Foreign commerce of the country, to the success of which the diminution of the charges, both on our own shipping, and those of Foreign States visiting our coasts, was an indispensable preliminary.

To these subjects, therefore, your committee, upon its appointment in the present Session, applied its attention; and selected, as the first objects of their investigation, the Light Dues, Trinity Dues, Ballastage, Surplus Pilotage and the Ramsgate and Dover Harbour Dues, which formed, in their aggregate, the principal part of the burthens alluded to, and which furnished grounds of complaint, in their bearing both on British and Foreign shipping, as well on account of the amount to which they were levied, as the manner in which the levy of them was made.

The points to which the attention of your Committee has been directed, in their consideration of these dues, were, the authority under which payments were exacted from British and Foreign shipping; the amount to which they were exacted; the purposes to which the receipts were subsequently applied; and the means afforded of affecting a reduction of them, without injury to the public objects for which they were imposed.

These dues, your Committee have found, are collected in part under the authority of Acts of Parliament, in part by ancient custom, but to the greatest amount under particular patents issuing from the Crown.

By the former authority have been established the Dover and Ramsgate Harbour dues, the charges for Pilotage, for Ballastage, and the dues in the port of London, and the Lights under the management of the Northern Commissioners, constituted expressly for this purpose. By the same authority, also, have been established a part of the Lights under the jurisdiction of the Trinity Corporation. The remainder, as well as the establishments of Lights generally on various parts of the coast, granted to individuals, are established and maintained under the authority of patents from the Crown. In the Acts respecting lights, as also in the respective patents, are set forth reasons for erecting each particular light, and the sums to be collected on shipping, for the purpose of defraying the expenses of erecting and maintaining it.

As the greatest proportion of the light dues, in common with other dues of inferior amount levied upon shipping, is collected and administered by the Corporation of the Trinity House, your committee have been led to inquire into the constitution and objects of this ancient and respectable corporation, the trusts assigned to it, and the manner in which those trusts have been fulfilled.

It appears, that as early as the reign of Henry the 7th, an association existed, consisting, as it is termed, of shipmen and mariners, for the purpose of piloting ships and vessels belonging to the Crown, as well as all description of merchant ships; but what remuneration was received for this service, and what, if any proportion of it was assigned to charitable purposes, does not appear.

In the reign of King Henry the 8th, the Society was first incorporated by a Royal Charter, bearing date the 20th of May, 1514, granted to the shipmen and mariners of the realm, giving them authority to erect and establish a guild or fraternity, as well of men as of women, in the parish church of Deptford Strand, in the county of Kent: the Charter provided for the due government of the guild, and custody of its possessions, by giving power to the Brethren to appoint a master, warden, and assistants; it gave powers to make laws and statutes amongst themselves, for the relief increase and augmentation of the shipping of England, to levy pains, subsidies, &c. on offenders, to the master, warden and assistants, and their successors, to acquire lands and tenements to a certain amount, to maintain a chaplain, and to do and perform other acts of piety, and to the community generally to enjoy all the franchises and privileges, shipmen and mariners of the realm have used and enjoyed.

This charter received successive confirmations by Edward the 6th, Queen Mary, and Queen Elizabeth. In the Act of the 8th of Queen Elizabeth, after a preamble, reciting the object of the incorporation of the Society, and its duties of general supervision of the bays, beacons and ballastage, it is enacted, that the Corporation of the Trinity House may, at their own cost, make, erect, and set up any beacons and signs for the sea, on such places of the sea-shore, or uplands near the sea-coast, or forelands of the sea, only for sea-marks, as to them shall seem meet. The Act goes on to make it penal to disturb those marks, and also authorizes the master to license mariners to row on the Thames. In the year 1596, Queen Elizabeth granted to the Corporation the lastage and ballastage of all vessels upon the river Thames, surrendered for the purpose by the then Lord High Admiral, Lord Howard, together with all the rights held by him in virtue of his office, of making, placing and erecting buoys, signs and beacons for the sea, with all fees and advantages thereunto belonging. This was followed by a charter from her successor, James the 1st, which is grounded upon defects in preceding patents and grants, and the want of a sufficient authority to govern themselves, and all other seafaring men and apprentices; and directs, that from the guild shall be elected one master, four wardens, and eight assistants. These thirteen persons are directed to elect 18 other persons to be added to the guild, out of the whole company of seamen and mariners, making together 31 persons; the successors of whom are to be called elder brethren, and all the rest of the seamen and mariners belonging to the guild, and their successors, to the called younger brethren. Such was the constitution of the Corporation under the charter of James the First; and such is its form at the present day. The Journals of the House of Commons contain many entries relating to the Corporation, to which reference is made in the years 1643—1644—1647: in which last year the charter of James was dissolved, the members dispersed, and the management of the affairs of the Corporation was transferred to a select Committee, and by that Committee was conducted till the year 1659, when the surviving members of the Corporation re-assembled and acted jointly with the Committee; after which Parliament nominated a master and a second warden, (one being still surviving), and filled up the number of wardens, assistants and elder brethren. The restoration followed; and in the course of a few months after the return of Charles the 2d, the charter of the Corporation was renewed. By this charter the Duke of Albemarle was declared master, four wardens were appointed, the deputies and assistant named, and the forms of election described; by it also is granted to the Corporation the power of appointing and regulating Pilots and Loadsmen into and out of the river Thames; and all ancient profits, dues and fees, which at any time before, by lawful usage, prescription or custom, they had received or taken by way of Loadmanage, or Pilotage, are vested in the guild, the amount of which is described to be, for Loadmanage or Pilotage, two shillings in every 20s.; one shilling in every 10s.; eight-pence for every 6s.; and two pence for primage, for every man who shall serve as a mariner, and return into the river Thames or port of London. In prescribing the application of the certain receipts arising under the grants made, it says "they shall be to the use and commodity and profit of the said guild, fraternity or brotherhood, and for the purposes of repairing of the Trinity House and Almshouses, and for the finding of certain persons, brethren, and the wives of brethren, of the said guild, fraternity or brotherhood, which are fallen into decay, misery, poverty and need; and also for relief of other poor mariners or seafaring men, such as by them or their successor shall be thought meet and necessary therewith to be relieved.

Except by the general directions in the Charter of Henry 8th, in respect to performing works of piety, this is the first public authority by which the application of any of the receipts of the Corporations distinctly defined and described.

Notwithstanding the Act of the 36th of Elizabeth, it appears, that a grant had been made by letters patent in the year 1672, of the right of ballastage, to Colonel Carlos, which having been litigated by the Corporation, was surrendered and restored to them, and further confirmed by a grant of King Charles the 2d, in 1675, which was intended to put an end to doubts respecting the soil and wasted grounds to the river belonging; and it further grants the rights of ballasting all vessels passing between London Bridge and the sea, and the fees, perquisites, and advantages thereunto belonging, for the use and benefit of the poor aforesaid and to no other use intent or purpose whatsoever.

A short time before the demise of Charles the 2d, the Corporation of the Trinity House, in imitation of many other Corporations, and in proof of their loyalty and devotion to their Sovereign, surrendered into his hands their Charter, which was re-granted to them by his successor in the year 1685, and is the Charter under which the Corporation at present enjoys and exercises its several rights.

This Charter, after declaring the purpose of the Corporation, appoints a Master, Wardens, and Assistants, and eighteen elder Brethren by name, prescribes the form of election, and declares that all the rest



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of the seamen and mariners belonging to the guild and fraternity, shall be called younger Brethren. Amongst other duties it declares, that the Masters, Wardens, and Assistants of the Corporation shall examine and certify the abilities and fitness of such children of the New Royal Foundation in Christ's Hospital, who are, or shall be admitted, and initiated into the practice of the Art of Navigation. Then follows the power of appointing Pilots and Loadmen in and out of the river, subject to the approval of the Lord High Admiral. The grant of the ancient fees of Loadmanage and Primage, as defined by the Charter of Charles 2d; the power of holding Courts for the affairs of the Corporation, and after declaring that the profits of the Court are to be kept to and for the use of the Corporation, for the better maintenance and preservation thereof; prescribes by a subsequent section, "that all sums of money received by decrees, orders, agreements, fines, and forfeitures, or otherwise, &c., shall be for the use of the guild, for repairing the Trinity House and Alms Houses situate in Deptford Strand, and for finding of certain poor persons, brethren, and the wives of brethren of the said guild, which shall have fallen into decay, misery, poverty, need, or hereafter shall fortune to fall into decay, misery, poverty, and need, and also for relief of other poor mariners and seafaring men, and other public purposes."

It concludes with confirming a former exemption to the Master, Wardens, and Assistants of the Corporation from the service of the Militia and various civil duties, and given them powers in certain cases therein specified.

Under these Charters, the only monies granted to the Corporation appear to be those arising from ballastage and lastage, and by decrees, orders, agreements, fines, forfeitures, or otherwise, the application of which is strictly defined and prescribed by the grant of King Charles 2d, and the Charter of James 2d, last adverted to and the ballastage since regulated by Act of Parliament, 1 and 2 George 4th.

The surplus pilotage, which is a collection of extra pilotage on foreign vessels entering our ports, is granted by the 52d of George 3d, c. 59; the produce of which is directed by the 59th section to be applied to the relief and support of such Pilots as shall have become incapable of discharging their duty, from age, accident, or permanent infirmity.

The Act of the 2d George 3d, gives the power of licensing boats on the River Thames, and directs that certain monies received under its authority, shall be applied towards the relief of the poor of the Corporation.

By these Acts and Charters, which give to the Corporation the power of levying monies, the application of the surplus of the monies so levied (after providing for the necessary expenditure) to charitable uses is alone expressly authorized and directed.

It will be observed, that among these, the Light Dues, the principal source of the receipts of the Trinity Corporation, are not mentioned. Of these a comparatively small part is collected under Acts of Parliament, the remainder under Patents granted by the Crown, upon the petition offering to pay certain sums for the erection of Lights; which dues the Crown authorises the Corporation to receive, as a compensation for the erection and maintenance of the Lights required.

This is the language of all the patents, and in them, with a single exception, no other object whatever appears to be contemplated.

Having enumerated the collections falling upon the shipping of the country, made under the authority of the Trinity Corporation as being,—

1st. Light Dues.

2d. Lastage and Ballastage.

3d. Trinity Dues, comprehending Buoyage, Beaconage, Loadmanage and Primage.

4th. Surplus Pilotage, and Fees on the granting an annual renewal of Pilot warrants.

Your Committee will proceed to notice them in their respective order, with such observations as occur either on the collections themselves, or on the management and administration of them:—they will begin with the most important one, that of the Light Dues.

Of the various Light Houses erected, and Floating Lights established, for the accommodation of shipping (about 55 in number,) not less than 20 of the establishments, exhibiting 30 Lights, are under the management of the Corporation of the Trinity House.

The Acts of the 8th and 36th of Elizabeth, which gave to the Corporation the right of erecting at their own cost, beacons, marks, and signs for the seas, if extending to the erection of Light Houses, have never been considered as conveying any power to levy a toll on shipping, for their maintenance. The collections for Light Houses, therefore, have been all established, either under the authority of special acts of the Legislature, which are very few in number, or of patents granted by the Crown, founded on petitions of individuals desiring their erection,

and proposing certain payments in consideration of it, which they the petitioners consent to the collection of, as well from British ships, as those of foreign states; these differ in amount according to the respective Lights, but are almost in every case, double upon the Foreign ship. Whatever were the grounds of policy on which this distinction was originally made, the reasons for now continuing it, appear to your Committee to be very questionable. It will hardly be contended, that in the erection of Light Houses on the British coast, there was any other view than the benefit of British navigation, or that the convenience and safety of the foreigner, except when entering our ports for the purposes of trade, was an object in contemplation;—if, therefore, in passing along the sea, Foreign navigation may incidentally derive an advantage from them, which it is out of our power to withhold, it does not seem to afford a very satisfactory plea for taking the opportunity of subjecting it, whenever brought within our power, to a severe taxation at once heavy in amount, enforced by detention, and aggravated by the exaction of a prospective and retrospective payment, which has the effect of deterring Foreign ships from entering our ports for shelter, except in cases of extreme necessity, and been the cause of their being frequently exposed, not only to damage and peril, but occasionally to the destruction of the vessel, and the sacrifice of the lives of those who were unfortunate enough to be on board. That this is the fact, that it is in a great degree attributable to the cause above stated, and the amount of the heavy duties inhospiably levied in our ports, from all Foreign vessels, whether, approaching for trade, or seeking shelter under stress of weather, or accidental emergency, your Committee entertain the strongest belief, derived from a variety of testimony received by them, to which they beg especially to direct the attention of the House; and they do this not only in reference to the obvious consideration of humanity, but in reference also to the actual loss sustained by the country, and the advantages that would accrue to it, partly from the increased amount of duties collected, and still more from the expenditure of Foreign ships entering the various ports of this country, if there resort to it was encouraged by a diminution of those charges which now operate so powerfully to avert it.

The first Light erected under the management of the Trinity House was in 1680, subsequent to the erection of several Lights by individuals, to whom patents for the purpose had been granted by the Crown; since this time, various others have been erected, four of which are under special Acts of Parliament.

The mode of granting patents has been already adverted to. It is upon the prayer of the Trinity House to the Crown, grounded upon the petition of individuals, soliciting the erection of a Light, and offering the payment of certain dues for its maintenance, when erected. The general wish of the trade, is presumed on the part of the Crown, which accordingly authorizes the erection of the Light, and the collection of the dues proposed from British and Foreign shipping, for the establishment and maintenance of it.

Your Committee do not question the discretion with which the power of the Crown has been exercised, in the several instances of authorising the erection of Lights, or the utility of those which have been established in virtue of it; but they feel it their duty to call the observation of the House to the specified purpose, for which alone the right of receiving duties from British or Foreign shipping is conceded; namely, to compensate for the erection and maintenance of the Lights in question. That the amount of such duties should be measured by the necessary expenditure for that purpose, will not be disputed, and appears to your Committee to be confirmed by the circumstance of no surplus (except in a single instance) being contemplated, and no application of it being directed. If, therefore, these dues impose upon the shipping of the country a burthen much greater than by the specific purpose for which they were authorized, is rendered in any degree necessary, your Committee conceive to be contrary to the intention with which such impost was laid, and affording a fair claim to relief on the part of commercial interests that are affected by it. Your Committee have annexed returns from the Trinity House, showing the establishment, expenditure and receipt of each Light, under the management of that Corporation. They do not feel it necessary, in this place, to dwell upon the details they furnish. It is sufficient to state, that, assuming the correctness of the papers delivered in by the Trinity House, they find the sum collected from shipping for 23 Lights, has been about 90,000l. upon the average of the years 1818, 1819, and 1820, while the sums necessary for their maintenance (including the commission paid on collection, amounting to about 11,000l.) has amounted to about 33,600l. leaving an annual surplus on the dues of these Lights only, of not less than 52,000l.

The proportions which the expenditure bears to the receipts, must vary in respect to the different Lights from circumstances peculiar to each. In the older established Lights, a large surplus might not have been foreseen, and may be fairly assigned to the great increase of our commerce and shipping; but that supposition will not apply to the surplus arising upon any of those which have been erected at a recent period, of the probable receipts, as well as expenses attending which, a near estimate might have been formed at the period the appli-

eration for the patents was preferred, and which, stands, therefore, on a different ground. But whether, originally, the dues were not more than might be necessary, and have since, from circumstances, become so, or whether they were calculated with a view to a surplus, they appear now to be greatly beyond the ostensible purpose for which they were granted, or which any contingencies connected with the maintenance of the lights, and the advantage of navigation, can render necessary, this is shown by the accumulation of a fund from the surplus collection, and the rents of estates, amounting to a sum, the income arising from which is stated at 10,000*l.* per annum. Of the manner in which this surplus so created has been applied, in by far its greatest part, your Committee feel it right to express their approbation. It has been distributed in small portions to seafaring persons, or those connected with them, reduced to a state of distress and poverty, in various parts of the kingdom, and may be considered as having gone so far in relief of the burdens that might otherwise have fallen upon the community for the maintenance of such persons; and though there may be appearances, in the distribution, of partiality to certain places, which are explained in the evidence of Mr. Court, your Committee do not think them sufficient to induce them to withhold the expression of approbation they have already applied, to the mode in which the distribution of this fund is generally conducted. The question is less as to the application than to the principle on which the surplus referred to is collected, and whether for the purposes of such a distribution, meritorious as it may be, a large sum ought to continue so to be directly levied on the shipping, either of this country or of foreigners, oppressive as it not only is to our shipping directly, but productive of restrictions and imposts upon it in foreign ports, highly injurious to our Commercial interests, and avowedly dependent on the continuance of this, together with other distinctions unfavourable to foreign navigation.

In order to form some opinion of the extent to which the collection of the sums for light dues, and other purposes, may be reduced, consistently with a sufficient provision for the security of the objects for which they were intended, it will be necessary to advert, not only to the duties themselves; but to the expenses attending the establishments required for their collection and management. These establishments are to be found in almost every port, and appear to your Committee to be placed on a scale much beyond what a fair remuneration for the services performed can require. In most cases, the collection at the out-ports is intrusted to the Collector of the Customs; it is enforced by his authority as such, it appears seldom to have been questioned (though sometimes evaded), and is attended with little additional trouble or expense to that officer, except perhaps at Deal, a place peculiarly circumstanced. It appears too, from the evidence, that at various places the duties could be performed by respectable persons, under ample security, for two and a half or five per cent. on the collection; whereas, out of 71 places, at which collectors are established, no less than 50 appear to receive a remuneration of 20 per cent. (making a total of about 11,000*l.* per annum), in addition to other appointments, as agents for light houses, commissioners of pilots, supervisors of pensions collectors of annual pilotage, &c.; the emoluments of which are equally derived from charges upon the shipping.

Your Committee think it their duty particularly to call the attention of the House to the manner in which the collection of the dues is conducted in London, as described in the evidence of Mr. Court and Mr. Reade, to the amount of the emoluments the distribution of fees to officers and the separation of offices and collectors, where a single office, with the addition of one clerk, it is admitted would be sufficient, by which an annual saving of about 4,500*l.* might be made, and an inconvenience to which those are subject by whom the dues are paid, in a great measure avoided. Your Committee allude to the appointments held and duties discharged by Mr. Butterfield, Mr. Read, Mr. Westead and Mr. Harding; the duties performed by the three latter having been formerly intrusted to a single person.

The commission paid by the Trinity Corporation, in the year 1818, for the collection of the light and Trinity dues, surplus pilotage, &c., in the port of London alone, amounted to no less a sum than about 5,200*l.* while the total amount of commission, for collecting the same duties under this authority in the different parts of the kingdom amounted, for that year to about 15,000*l.*

Detailed information, on these points, will be found in the examinations of the officers of the Corporation, and particularly of Mr. Court, the secretary.

Next to that for the lights, your Committee have directed their attention to the collection under the head of Ballastage, granted in the manner already stated, and continued by 2d Geo. 4, the revenue of which is expressly directed to be applied to the relief of decayed seamen their wives, widows and orphans. This department is under the superintendence of two elder brethren, (chosen by rotation, and whose attendance is stated to be constant), and consists of a chief clerk and establishment

of clerks, rulers, watermen, and ballastmen. The annual aggregate receipt for ballastage is about 25,000*l.*, and the expenditure, independent of establishment, 19,000*l.* The establishment amounts to about 3,300*l.* per annum, leaving a net balance of 3,000*l.* out of which about 1,000*l.* is annually appropriated to distressed ballastmen, their wives and widows, and children of ballastmen. The charges on British ships vary according to the service in which they are engaged; no preference is given in the supply of ballast, except in the case of transports and King's ships; all others ships, whether Foreign or British, receive their ballast in their proper turns; but the charge on Foreign ships is considerably higher than on British vessels.

Much has been stated to your Committee to have been effected by the attention of this department, in favour of Navigation, by the clearing the passage of the River Thames. Your Committee have no reason to question that, or any part of the performance of the duties assigned to it; at the same time, considering the nature of those duties, the number of lighters, and of individuals attached to them, whose services are to be directed and superintended, it does appear to your Committee, that an establishment at the Trinity House, maintained at such an annual cost, is more than is required, and might admit of reduction.

The Trinity dues, including the charges for buoyage, beaconage, loadmanage, and primage, formed the next head of examination. These are regulated under the 36th of Elizabeth, and the Charter of James 2. No specific appropriation is to be found, except what may be collected from the 63d section of the last mentioned Charter, which directs the application of monies received by decrees, orders, agreements, fines, forfeitures, or otherwise, to the repairing of the Trinity House, alms-house, &c. and the relief of poor brethren, their wives and poor seafaring men. The charge made on Foreign ships does not appear to be authorized by any Act, Charter, or Patent, and the amount on British shipping exceeds considerably the rate sanctioned by the Charter under which it is collected.

The duty attached to this grant is that of taking care of the buoys and beacons; the annual average expense of which, to the Corporation, appears to be about 5,000*l.* The annual gross income, to be upon an average of the five years, as by an account in the appendix, about 13,000*l.*; and the commission allowed for receiving it has, in some years, amounted to about 1,000*l.* which according to Mr. Court's evidence, is divided between the secretary and clerks of his office, in addition to regular salaries, besides gratuities and other allowances, leaving a net income of about 12,000*l.* applicable to the purposes above stated. Your Committee is not aware of a sufficient reason to warrant the charges made on shipping of any description, not being strictly confined to the amount allowed by Charter and Acts of Parliament, and is of opinion, that the commission upon the receipt of the Trinity dues might be saved, as they can be collected with other duties at the Trinity House. The sum annually collected from Foreign ships for Trinity dues, after deducting the commission of collection, has been very considerable; the authority under which it has been collected, as well as the appropriation of it, is that of ancient custom. It forms, in its application, a principal part of the remuneration of the elder brethren. In consequence of the fluctuations of trade, the collection was varied much in amount; in 1810 it was 22,360*l.*; in 1818 it was reduced to about 10,000*l.*; and has since been materially lessened. The appropriation is described to take place under the name of Elder Turns, and, according to long usage, in the following manner:—The sum collected is divided among the elder brethren generally; the balance of the shares of those who take no active part in the business of the Corporation, and are therefore distinguished as honorary elder brethren, after deducting the fines for their non-attendance, is carried to the general fund of the Corporation; the remainder, with the addition of those fines, is divided, among the acting members, amounting, as stated in the evidence upon the average of twenty years, to about 300*l.* per annum to each member. To this sum, must be added the emoluments attached to their situations, when members of committees; to more than one of which, however, no elder brother can belong, except the deputy master, who acts as chairman in the committees for lights and for pilotage. Your Committee cannot advert to the remuneration received by the senior members of the Corporation, without feeling it incumbent upon them to direct the attention of the House to the duties of various kinds assigned to them, which will be found detailed in the evidence given by Mr. Money; they are stated to consist in the superintendence and management of the lights—the placing of buoys and beacons—the inspection of the coasts and harbours—the care of the navigation of the Thames—the examining into the proficiency of boys educated for the naval service—the ascertaining of the qualifications of masters and pilots (duties of great importance to the maritime interests of the kingdom) and, in addition to these, the sitting as assessors to the Judge of the Admiralty Court, which is mentioned by Lord Stowell as a function most essential to the administration of justice relating to maritime cases. His Lordship bears also the highest testimony to the manner in which it is performed, and the assistance he has derived from it in his judicial situation. It is not therefore from any disposition to



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question the propriety of a remuneration to the elder brethren for the valuable services performed by them, that your Committee are induced to make any observation upon these payments; they acknowledge the justice of the title of those who devote their time and attention to the public service, to fair and liberal remuneration in this as well as other cases; but they think it desirable it should be taken from the general fund of the Corporation to some fixed amount, (which it may be recollected from the testimony of Mr. Money has been the wish of the members of the Corporation themselves,) rather than be furnished by the application of a particular collection, of uncertain extent, derived exclusively from Foreign shipping and forming one of those distinctions which, upon reciprocal favour being shown to British shipping in Foreign countries, your Committee are of opinion it is most expedient should be abrogated.

The next head to which your Committee directed its examination, was that of Surplus Pilotage;—this is levied under the 53 Geo. 3, and in the proportion of  $\frac{1}{2}$  on the amount of the pilotage of every Foreign vessel. The object of it is to establish a fund for the relief of pilots who shall have become incapable of discharging their duty, from age, accidents, or permanent infirmity. The annual amount of collection upon an average of years since the rate was imposed (the interest upon the fund already created yielding about 2,500*l.* per annum), is about 6000*l.* The annual demand for the objects of the charity upon that fund, does not appear to exceed 1,500*l.*; and as the permanent annual income upon the capital exceeds the expenditure by nearly 1,000*l.*, as the intention of the Act appears to be sufficiently provided for, there does not appear any reason why this tax upon Foreign shipping should be continued, except in respect to that of such countries as refuse to remove from British shipping every unfavourable distinction in their ports.

By the authority of the same Act, a sum of three guineas is annually collected from each of the London Trinity pilots, and of two guineas from each of those at the out-ports, which is required from them for the annual renewal of their licences. The average of the collection is about 2,000*l.* which appears to be appropriated in part to the remuneration of the elder brethren who compose the pilotage committee in London, and of the sub-commissioners of pilots residing in the out-ports, and in part to defraying the expenses of carrying the Act into execution. There, your committee are of opinion, may admit of and require reduction, particularly the establishment at Gravesend. For the details on this head, they desire to refer to the account produced by the Corporation, which will be found in the Appendix.

The fees arising from the licensing of certain boats, to enable them to be employed on the river Thames, were granted to the Trinity House by the 2d of Geo 3d; no particular application of the fee is enjoined by the Act; but the amount of fines and penalties levied under it, are directed to be applied to the charitable purposes of the Institution; the fees are of small amount; it appears from the evidence of Mr. Court, that a larger sum than that authorised by the Act, is usually received on licences being granted; the whole is divided amongst the clerks of the establishment. The receipt of the increased sum, appears to your Committee to be an abuse which ought to be corrected, and they trust that the Trinity Corporation will put an end to it; and your Committee cannot help here observing, how much preferable it would be, that all the officers and clerks of the establishment should, in any future arrangement, be paid by adequate and ostensible salaries from the general funds of the Corporation, than by a multiplicity of emoluments under different names, which elude observation, and make the real amount of their receipts difficult to be ascertained.

In considering the reductions that may be advisable, your Committee beg to disclaim all wish to trench upon those funds which are raised under the authority of Charters or Acts of the Legislature, and have been charitably destined, in their application, to the relief of that valuable body of men, to whose services their country is so highly indebted. These funds, in their aggregate average, amount to about 16,000*l.* per annum, and will be further augmented, should the establishments of the Ballast Office, and expenses attending the Pilot Act, undergo the reduction of which Committee think they are susceptible, and the large commission on collecting the Light and Trinity dues in London, be discontinued, in pursuance of the recommendation of your Committee.

The collections for lights stand on a different footing. The patents must be supposed to presume, that what is imposed on the subject, is necessary for the erection and maintenance of the light by which he is directly benefited. The excess of it beyond what is reasonable for these objects, might according to an opinion stated to have been delivered by Lord Hardwick, draw into question the validity of the patent itself. Looking then to the income derived from the lights as legitimately confined to, as well as to be measured by the expenditure necessary for their erection and maintenance, your Committee have considered in what degree relief may be justly afforded to the commercial interest, by the reduction of the existing charges upon shipping on this account. In doing this, they have referred to the expenditure in itself, the expenditure as compared with the collection, and as compared with the sums

appropriated to, and found sufficient for the support of other lights, which, although it perhaps might not lead to a perfectly accurate conclusion, might still materially assist them in forming a judgement.

The actual expenditure including commission, as stated in the accounts of 1818, 1819, and 1820, amounts to about 38,000*l.*; the income to about 90,000*l.* leaving a surplus, amounting to about 52,000*l.*

This expenditure appears to your Committee to be much augmented beyond its necessary amount, by a want of proper attention to economy in regulating the disbursements incident to the maintenance of the lights, by the allowance of an excessive commission and agency, and other things which would, if restrained, reduce it very considerably, and proportionably increase the surplus. The sum calculated as above, at per light, without charging the lights with any share of the general expenses of the establishment on Towerhill amount upon 29 light establishments, to about 1,900*l.* each, amongst which, however, 9 floating lights (attended with an expense greater than those on shore, and which therefore increase the average) are included. From a comparative statement of the expenditure on account of the Northern Lights, as given in the evidence of Mr. Stephenson, and to which the Committee beg to refer, it appears that the number of light-establishments under the management of the Northern Commission is 14; that the amount of the due annually collected, is about 23,000*l.*; that the maintenance of each light establishment, including all repairs, amounts to about 650*l.*; the residue of the receipts being applied to the general establishment of the Northern Commissioners; and the surplus fund to paying off the loans and meeting the general contingencies.

For the purpose of supplying this expenditure, each ship which passes any one light, is subject to a payment for the whole, amounting to two-pence per register ton, or about one eighth part of a penny per ton per light. This collection is sufficient, not only for the purposes of the actual maintenance of the lights, but so far exceeds them, that a fund has been created, which has already liquidated a part of the heavy incumbrances to which they are subject, and which will, in a moderate time, liquidate the whole, and produce a fund adequate to the necessary support of the lights, from which time all charge on navigation, on this account, is to be at an end.

Your Committee are aware, that the different modes of collecting the dues for these respective lights, make an accurate comparison very difficult; and that the same rate, if collected at per light only on the lights actually passed, would not be by any means so productive at all now, and perhaps not much more than cover the actual expense; that in such a case, a higher collection per light would be necessary to provide for that, as well as the contingencies. But they are not conscious of any circumstances that should render the expense of maintaining and attending the lights under the management of the Trinity Corporation, so much larger than that for the lights under the management of the Northern Commissioners, which is evident, even with a reasonable allowance for the increased expenses incident to the maintenance of the floating lights.

From the Returns made to your Committee, it appears that there are several Lights, viz. Flatholm, Smalls, Fern, Longships, Mumble Head, Barmham, originally granted to the Trinity-house, the tolls of which have been subsequently let by them to individuals on lease, at rents not exceeding 129*l.* per annum for the whole, a sum that bears a very small proportion to the actual receipts, some of which will be seen in the Appendix. Some explanation in respect to these leases, will be found in the last examination of Mr. Court, by which it appears, that the want and inconvenience of a light in a particular situation, having been suggested by some individual, and an application made to the Trinity-house, the Corporation petitioned the Crown in the usual form, and upon receiving the authority for the erection of the light-house and collection of the duties for their maintenance, delegated both to the individuals who first suggested it, in consideration of a small quit rent, reserving to themselves a right of superintendence and management. In the degree in which that superintendence and management is actually exercised or neglected, would the transaction in each case be on public grounds objectionable or otherwise; even if every attention had been bestowed on the part of the Trinity Corporation, to see that it was not made the instrument of laying a much larger charge on the shipping than the maintenance of the lights to be erected required. No previous investigation on this subject, however, according to the statement of the witnesses alluded to, ever appears to have taken place, and of this your Committee cannot but express their disapprobation. The grants to the Corporation, conveying an authority to levy money from the subject, were evidently intended for the public service, and not to be converted into a source of private emolument.

There is another description of lights, of which the patents have also been produced to your Committee; the erection of which have been at different times, assigned to individuals by the Crown, and the power of collecting dues at the same time granted to them, under the obligation of erecting and maintaining such lights; the lights at Dungeness, Harwich, Wynterton, Oxford, Sparu, Sherries and Tynemouth, are those

alluded to. Your Committee have not before them, accounts of the receipt and expenditure of each of these lights; as however the rates are not lower than of those under the immediate management of the Corporation of the Trinity House, and the expenses attending them, not apparently larger, they have no reason to believe, that the income does not exceed the necessary expenditure, in the same degree that it does in the various other lights referred to, and that great incomes are not derived from them, and enjoyed by individuals, at the expense of the shipping of the country. By a reference to the patents granted for erecting them, it appears, that some have recently expired, which your Committee understand have been renewed for further periods, on new conditions; and others will expire in the course of a few years, which will then fall into the hands of the Crown. Impressed with an opinion that much advantage would arise, from the Lights being generally placed under the Trinity House, your Committee feel it incumbent upon them to suggest, in such an event, that on the expiration of the terms, the patents in question, instead of being renewed to individuals, should be transferred to the Corporation, and the rights made subject to the same conditions, and placed in every respect on the same footing as the other lights under its management. Your Committee also, strongly convinced that public convenience would be greatly promoted by the whole of the Light Duties payable in London, being in future collected in one and the same office, recommend it to the proprietors of the private lights, and of the lights which have been let on lease, and also to the Commissioners for the Northern Lights, and Trustees of Greenwich Hospital, to authorise the collections of all the dues of the said several lights by the Trinity Corporation, at their house on Tower-hill, allowing 2½ per cent. for the collection, and accounting with them for the proceeds respectively, at stated periods.

Your Committee now proceed to submit such suggestions as they believe may usefully be adopted by the Trinity House, and in doing this, they trust it will appear they have in no case, lost sight of what is either necessary for the maintenance of the establishments connected with the public service; the remuneration of the members of the Trinity Corporation, for the duties performed by them, or the attention due to the objects of their charities. On the other hand, they have to hope, that having regard to these necessary purposes they shall not appear to have recommended the continuance of such an amount of charge on the shipping of this country, or of foreigners, as may not be fully warranted, by the objects for which it is intended to provide.

With respect to the Ballastage departments, your Committee has already adverted to it; nor does any alteration appear requisite, but that of reducing the expense of the establishment, and the equalisation of the rates, under the condition stated in respect to the charge on British and Foreign ships.

The Surplus pilotage, your Committee have also adverted to; on this their recommendation confines itself to the reduction of the expense of collecting it, where it is necessarily continued, and the total reduction of it in all cases in which a Foreign power shall consent, and actually extend to the British ships the same advantages in the ports of the country, in respect to the payment of charges as are afforded to the native shipping.

With respect to the Trinity dues, which are so complicated and various, it would be desirable that they should be henceforth consolidated, and one charge made under that head, for buoyage, beaconage, loadmanage and primage. That the rate in future should be established on all British and overseas traders and foreign vessels, on the condition above stated, entering and departing from the port of London, at one penny per ton, according to their registered tonnage: such duties to be received at the Trinity House or Custom House, and applied according to the tenor of the Charters, Grants, and Acts of Parliament, to the maintenance and repair of buoys and beacons, and the surplus to the increase of the charitable funds of the Corporation.

Referring to the general state of the accounts of the Trinity House, your Committee see no advantage from so large a balance of cash remaining in the hands of the Secretary, from which an annual profit of 500*l.* is derived, and therefore submit that it should be discontinued; conceiving the use of public balances to be the worst form in which remuneration for public service can be made. And, in addition to the reductions mentioned, they have further to recommend, that the accounts of this Body, in the same manner as those of the Irish and Northern Light Commissioners, and Liverpool Light Houses, Ramsgate and Dover Harbour, should, in a detailed manner, be annually laid before Parliament, within six weeks after the commencement of each Session.

It has been represented to your Committee, that great inconvenience and dissatisfaction arises from the variety of rates levied for different lights, and that great advantage would be the consequence of an equal rate, and the charge being the same for each light (with an addition for the floating light,) on all vessels passing them, according to their respective descriptions, making the charge on what are termed over-sea traders, double the charge on coasters and Irish traders; Foreign vessels to be chargeable at the same rate as over-sea traders, except in

cases where British ships shall not, in respect of charges, be placed upon a footing of reciprocity in the ports of such countries to which such Foreign vessels may respectively belong; in which cases, the charge on the Foreign ship to be double in amount of that on the British. That the charges on all over-sea traders for light duties, shall in future be one farthing per ton, and on coasters and Irish traders, one-eighth of a penny per ton, being a diminution of full one half of the present rates; and that the ships importing coals and culm from Wales, should be in this respect put on the same footing as those importing them from the ports of Northumberland and Durham.

The expenses of maintaining the floating lights being particularly heavy, your Committee propose that an extra charge of one farthing per ton should be made upon all British over-sea traders and foreign vessels passing the same, the latter subject to the conditions before expressed, and no charge for light duties in any case to be made either prospectively or retrospectively, but confined to the particular voyage either out or home, in which the vessel may be engaged.

A calculation of the receipt according to that principle has been made, to which has been added a statement of the view according to which your Committee recommend the whole of the receipt, disbursement and expenditure of the Corporation of the Trinity House, should in future be regulated; subject at all times to future revision, when the charitable disbursement shall have been reduced in the manner herein-after proposed, within the amount of the funds directed by the authority either of Acts or Charters to be applied to such disbursements. The calculation annexed to this Report, has been made upon such a scale as to afford ample means for the maintenance of the lights; leaving such a surplus as would not only be sufficient to satisfy the present amount of charitable appropriation, but providing a liberal fund for the various establishments under the Trinity House, and the contingencies belonging to them, as well as a fair remuneration for the various services of management and supervision performed by the acting elder brethren, and the officers of the Corporation. It proceeds on the supposition, that the vacancies occasioned by death among the pensioners dependent on these charities, shall not be filled up, until the demands for them are reduced within the amount of the produce of duties strictly applicable to the relief of poor mariners, &c. being about 16,000*l.* per annum, and that the surplus fund shall be allowed progressively to increase, until it shall have attained such an amount as may afford to the public a further reduction of the light dues, and other dues now payable to the Corporation, and assist them in the means of purchasing the interests of individuals in the private lights, and in the beneficial leases which have been granted by the Corporation, by which at all the light establishments might be eventually brought under the supervision and management of the Corporation of the Trinity House.

Your Committee will now submit to the House, the calculation they have made, showing the probable amount of Light Duties at a reduced rate; the permanent as well as estimated income of the Corporation, according to the documents returned to them, together with the best estimate they can form of the charges and expenditure attending the maintenance of the lights under their management; the provision for the establishment, and the charities which their revenues have supported.

The Amount of Tonnage which has passed the several Lights hereafter described, under the immediate management of the Trinity Corporation, according to an official Return, delivered 30th May, 1822, for the year 1821. viz.

Flambro', Spun, Well, Foulness, Haisbro', Lowestoff, Sunk, Galloper, Goodwin, Owers, Needles, Portland, Casketts, Edystone, Lizard, Scilly, Milford, Landy, Bardsey, Southstack, and the Nore, was,	
Over-sea British Tonnage ..	13,045,353 Tons.
Ditto Foreign Ditto ..	2,928,570 —

15,953,600 Tons,  
at one farthing per Ton, is - 16,618 6 8  
Coasters .. 23,797,955 Tons.

Irish ... 3,389,259 —  
27,187,214 Tons,  
at half a farthing per Ton, is 14,160 0 0

Produce of the local Lighthouses of Rye, Dover, and St. Bees, after deducting the expenses of the maintenance, not including commission, for the year 1821, as per Statement delivered in .....

Amount of Tonnage of Vessels which have passed the Floating Lights during the year 1821 (not including Colliers nor Coasters, which are to be exempt from the following extra charge.)

	British.	Foreign.
Spun Floating Light ..	12,745 Tons.	38,904 Tons.
Well .....	326,533 —	114,787 —
Haisbro' .....	338,307 —	132,998 —
Lowestoff .....	343,633 —	134,392 —
Sunk and Galloper ....	383,741 —	136,202 —



# FOREIGN TRADE.

— 553 —

Goodwin .....	1,057,493	—	185,039	—
Owers .....	1,059,153	—	189,767	—
Nore .....	615,975	—	93,021	—

British .....	4,173,767 Tons.	1,028,820 Tons.
Foreign .....	1,028,820	—

Total .... 5,202,587 Tons. at one farthing, is 5,417 15 0

Deduct, Commission on the collection, 5 per cent. allowing for extraordinary expenses of collection at some Ports beyond others, on 18,288l. .... £914 8 0  
And 2½ per cent on the residue .... 457 4 0

35,576 1 8

1,871 12 0

35,204 9 8

## OTHER SOURCES OF INCOME.

Permanent Income of the Corporation derived from Rentals and Capital Stock, amounting to about £10,000 0 0  
Net Produce of Ballastage, the 1,000l. appropriated to Charitable purposes being allowed for hereafter ..... 3,000 0 0  
Net Produce of the Trinity duties on British and Foreign Ships, taken at an average of the last five years, according to the accounts rendered ..... 8,000 0 0  
Net Receipt of Boats and Beacons, in Yarmouth, Tees and Exeter, as per account rendered ..... 1,700 0 0  
Annual Rental of six leased Lighthouses ..... 128 0 0  
Interest on Capital Stock funded, arising from surplus Pilotages, under the 53 Geo. III., about ..... 2,500 0 0  
Amount of Fees under the same Act, for renewing the Annual Licenses of Trinity Pilots in London ..... 1,100 0 0  
Profits upon Floating Balances of Cash of the Corporation, hitherto enjoyed as a perquisite by the Secretary ..... 400 0 0

26,938 0 0

Total Income ..... 62,132 9 8

## CHARGE:

Maintenance of 20 light establishments, Bardsey not included, which was only exhibited in December last; calculated with reference to an improved system of maintenance, and proper economy in the disbursements, according to a comparative estimate framed upon the principle of the maintenance of the Scotch lights, the average expense of which is 650l. each; taking therefore the twenty lights, of the same rate of allowance, will be ..... £13,000 0 0  
Allowance for extraordinary expense of maintaining the Edystone ..... 500 0 0  
Extra Allowance for the maintenance of nine floating lights, at 350l. each ..... 3,150 0 0  
is Total allowance for the maintenance of the lights under the Trinity Corporation, (except Bardsey, and the four local lights of St. Bees, Ayr, Usk and Bideford,) being 6324 10s. for each light establishment ..... 10,650 0 0  
Allowance to the Elder Brethren of the Trinity House, as Salaries, viz.  
Deputy Master, ..... £500 0 0  
Twenty acting Elder Brethren, at 300l. each, ..... 6,000 0 0  
Extra allowance to each of the Chairmen, for the time being, of the Committees, viz. at 100l. each ..... 500 0 0  
Expense of Establishment upon Tower-hill, including Secretary and Clerks Salaries, Housekeeping, and various Contingencies, ..... 3,000 0 0  
Allowance for the Trinity Yacht, as per Mr. Court's evidence, expense per annum ..... 750 0 0  
Allowance for carrying the

Pilot Act into execution in London and Gravesend ..... 200 0 0

10,950 0 0

Amount of Charitable Appropriations, Pensions Allowances and Gratuities, as per Account rendered .... 30,354 0 0

Amount of Pensions and Allowances to ballastmen, their wives, widows, children and orphans ..... 1,000 0 0  
Allowance for annual repairs of Almshouses ..... 1,000 0 0

32,354 0 0

59,944 0 0

Surplus Income beyond Expenditure ..... 2,178 9 8

To be added,

Amount of extra Contributions for Light Duties by Foreign Ships, subject to a reduction, as soon as the countries to which such ships shall respectively belong, shall place British ships in their ports upon a footing of reciprocity in regard to charges on the same.

Foreign tonnage in 1821, which passed the lights. } 2,928,740 tons, at 1d. 8,050 0 0  
Do. floating lights 1,028,820 ..... 1d. 1,072 10 0

4,022 10 0

Add the amount of the estimated profits on Bardsey light, which was first exhibited in December 1821, calculated with reference to the tonnage which has passed the South Stack light in 1821, and allowing 650l. for its maintenance, upon the like and same principle as the other lights ..... 950 0 0

Allow for the commission on the private lights and other dues, recommended to be in future collected at the Trinity House ..... 750 0 0

Yielding a surplus, according to the estimate upon reduction of rates ..... £7,900 19 8

N. B. The 4,022l. 10s. cannot be considered as permanent, being subject to a reduction, if foreign countries place British ships on the same footing with their own.

The amount of charitable appropriations, under the authority of the Acts, Patents, and Grants and Charter, may amount according to the receipt, calculated by Returns of 1821, to about 16,000l. per annum, which, as will be seen, last year reached the large sum of 32,354l.

From the appropriation of 16,000l. must be deducted a proportion of the expense of the establishment of the Trinity House being a charge upon the receipt, which, estimated at one-third of the sum allowed for the whole establishment on that account would be 3,000l. and deducted from the 16,000l. leaves the amount of specified charitable appropriation about 13,000l. per annum.

It is proposed that the present amount of charitable disbursement, exceeding by one half what may be considered as applicable under any distinct authority to that purpose, shall not be increased, but be subject to progressive reduction, until, the amount shall have been brought within the amount directed to be collected and applied under the several Charters, Acts, and Grants above referred to, that such reduction shall be progressively effected according to the reduction in the number of the present annuitants and pensioners, which, in the course of nature, takes place; hence it will follow, that the remaining 16,544l. exclusive of the surplus receipts beyond the expenditure, according to the estimate made, will become a fund available to such purposes, as may be hereafter considered beneficial to the shipping interests of the country; the most desirable of these, appears to your Committee, to be the purchase of the interests of individuals in the private and leased lights, and the placing of them under the management of the Trinity Corporation, a measure essential to the establishment of a general system of rates, and the equal reduction of the light dues, both on British and foreign shipping, in the manner suggested in the former part of the Report. Feeling this, and adverting to the amount of the surplus funds, now in the possession of the Corporation, arising partly from the collection for lights, and partly from the surplus pilotage, they are of opinion, that a proportion of this accumulation might be usefully applied, as opportunities occur to the purpose above stated, which they strongly recommend. These purchases, as well as other applications, to be made with the approbation of the Privy Council.

It is proposed that the whole of the light and other duties, Ramsgate and Dover harbour dues, which shall be payable in London, be received by

the Trinity Corporation at their office on Tower-hill, and that 2½ per cent. should be allowed for the collection, of which they will have the advantage, and which must be taken into the account; in addition to this it is remarked, that in the opinion of many of the witnesses who have been examined, diminution of the light duties and discontinuance of the present mode of charge, will have the effect of considerably increasing the number of foreign vessels resorting to our ports by which these receipts will be further augmented.

The amount of reduction proposed in the charge for ballast to foreign ships, which it is proposed shall be made equal with that on British ships, may be compensated by the reduction in the expense of the establishment, as suggested by the committee. The whole management of the ballastage is under a separate department, and regulated by a particular Act of Parliament.

#### RAMSGATE HARBOUR.

Your Committee next directed their inquiry to Ramsgate Harbour, and the dues collected for support of it, which are of an amount sufficient to press heavily upon the shipping and commerce of the country; and which have been a cause of serious complaint on the part of British and foreign ship-owners nor in the opinion of your Committee, without justice; the charge is made on all ships above a certain tonnage that may pass, whether to the east or west side of the Sand, although many by their size and draught of water are precluded from entering the harbour; and a practice has prevailed in regard to foreign ships, of exacting a payment upon ships, capable of entering, at a rate amounting to double that on British ships of the description, and upon those which are unable to enter, about 400*l.* per cent. more, both prospectively and retrospectively. The management of Ramsgate harbour has, by several Acts of Parliament (continued and enlarged by the 55th Geo. 3, c. 74), been placed under Trustees, from whom a committee of Direction is chosen, consisting of the chairman and deputy chairman for the time being, with the addition of the deputy master of the Trinity House; these are elected by ballot, at a general meeting of the Trustees annually held; 300*l.* are taken annually from the funds, and divided amongst the Members of the Committee, by whom the business is done. The Trustees hold an annual meeting at Ramsgate, where a building for that purpose has been erected.

In London, a house is also provided for the monthly meetings of the Committee where a permanent establishment is kept up. The rates established by Act of Parliament are, upon British ships passing the harbour, three-pence per ton, if under 300 tons; one penny per ton, if above 300 tons; and, if laden, the owners are authorized by the Act to receive the amount payable for the voyage, from the proprietors of the cargo. The rates upon foreign vessels, whether passing to the eastward or to the westward of the Goodwin Sand, are six-pence per ton, if under 300 tons; and four-pence per ton, if above 300 tons; which dues have been, till lately, collected from foreign vessels passing from foreign ports, prospectively and retrospectively. But since the subject has been under inquiry, your Committee have been informed, that orders have been given for this practice to be discontinued, which they mention with satisfaction, from having reason to believe, great dissatisfaction will thereby be removed.

Under the Act of the 32 Geo. 3. 6. 74., and 37 Geo. 3. c. 86., masters of foreign ships arriving with cargoes for a British port, are authorized to reimburse themselves from the consignee or proprietor. The rates payable under that Act were three-pence per ton; but the Act of 55th Geo. 3. II., which augmented the rate to sixpence per ton, is silent as to the recovery from the owners of the cargo; so that the rate by that Act is raised 100 per cent. and the right of reimbursement from the cargo no longer expressly continued. By the same Act, the Trustees have a discretionary power of lowering the rates, and the monies collected are directed to be applied towards enlarging building, finishing, maintaining, supporting, and improving the harbour, and in defraying all other expenses which shall be incurred in carrying the Act into execution.

Your Committee have already adverted to the exaction of a duty from vessels for the support of the harbour, which, under no circumstances, they are capable of entering.

The preamble to one of the Acts before mentioned, assigns, as the reason for imposing a rate upon vessels of this description, that, as the harbour provides shelter for small vessels, it will have the effect of affording more room for ships to ride in the Downs; and it cannot be denied, that to a certain extent, this benefit is derived from it; when a gale of wind sets in from the southwest, and is any of continuance, the number of ships which collect in the Downs is said to be occasionally very great, and, at certain seasons, becomes such, as to render the anchorage unsafe.—In such cases, vessels of a moderate size seek shelter in Ramsgate harbour, and, so far, the larger ships receive advantage. But, whatever the advantages may be, they do not appear to your Committee, equivalent to the heavy burthen, entailed upon the shipping by which they are purchased; and they therefore submit to the House, the expediency of discontinuing the rate upon all ships beyond the tonnage which the harbour is capable of admitting, namely, of

300 tons, and upwards, the amount of rates on which, according to the return for the year 1820, is about 2890*l.* per annum. The imposition of a duty, to which the Act has subjected all ships that, in the course of navigation from foreign port to foreign port must unavoidably pass Ramsgate, but do not approach it, whether passing to the eastward or the westward of Goodwin Sands, is very questionable. It could never be intended, that a foreign ship sailing from Rotterdam to Calais, should be liable to the Ramsgate Harbour dues; these, however, claimed, and form a subject of complaint, in the opinion of your Committee so reasonable, that it ought to be removed.

The sums which have at various times been expended on Ramsgate Harbour, are stated to amount to no less than one million are a half; and it appears from the evidence of Mr. Rennie, that although he estimates the amount required to complete the works at about 52,000*l.*, he is of opinion that it is not unlikely 150,000*l.* may be required for that purpose. Your Committee do not question the accommodation the harbour has the means of affording to shipping of a particular class; but they are not of opinion, that any increase of the harbour will be attended with additional advantage to the shipping, and that some limit ought to be imposed on the receipts to prevent any further increase, and to enforce economy, that the trade may not continue to be burthened, either in point of time or amount, beyond what absolute necessity demands, consistently was certain expenses on works and repairs to be incurred. Your Committee have considered whether all the shipping may not to a certain extent, be immediately relieved. The Trustees have a power under the seventh section of the 55th Geo. 3. 74. of raising monies upon the credit of the rates, to the extent of 50,000*l.* the repayment to be secured by mortgage thereof. The estimate by Mr. Rennie, of the sum required to complete the works, amounts to 52,000*l.*; and it appears in evidence, that if more than the present number of workmen are not employed, it will take about seven years to finish them. Your Committee are of opinion that such of the repairs as are considered to be absolutely necessary ought for the accommodation of the public, to be completed with every possible dispatch, and that persons should immediately be contracted with, by public tender to execute the works, to be performed within a given time, and to be done under the general superintendence of the engineer. That the Trustees should raise in the manner authorized by the Act, the necessary funds for that purpose, by which they would be enabled at once to discontinue the rates on ships above 300 tons, and to equalize the duties on foreign ships with those of British ships, and reduce the rates upon all vessels bound to or from foreign ports.

The amount of the annual revenues of the trust, is about 20,000*l.* per annum, arising from rates and permanent capital, and the charge of the establishment, according to the evidence of the chairman of the Committee of Management, 26 per cent. rather more than one fourth of the total receipts; which appears to your Committee a very heavy charge and susceptible of considerable reduction.

Out of the receipts, 200*l.* are annually paid to the Corporation of Sandwich. On the subject of this payment, there is some conflicting of evidence; on one hand it is stated, that the harbour of Ramsgate is rather an advantage than a detriment to the port of Sandwich; on the other, that considerable injury is sustained from it, for which the sum in question is no more than a fair compensation. It appears that the payment was originally established in the year 1743, and was founded upon a Report of a Committee of the House of Commons, in consequence of a Petition from the town of Sandwich. Your Committee not having before them sufficient evidence to come to a satisfactory conclusion in respect to this charge, do not feel it incumbent upon them at present to recommend the discontinuance of it.

Having examined the accounts of Revenue and Expenditure produced to them, your Committee beg to submit a calculation formed upon an estimated reduction in the rates, &c.; which in relieving the shipping will, as they believe, provide a sufficient fund for the establishment and contingencies.

The number of tons of British shipping under 300 tons register, which according to the Returns made in 1820, passed Ramsgate Harbour, are 816,733 tons, which, at 1½ <i>d.</i> per ton, proposed rate, being one-half less than the present, will yield, .....	£5,104 11 8
Number of tons of foreign shipping under 300 tons, which passed Ramsgate Harbour during the like period, 154,897 tons, at the reduced rate 1½ <i>d.</i> per ton, .....	968 2 1
Colliers, 307,681 tons, at 1½ <i>d.</i> per ton, .....	1,924 5 8
Vessels laden with Stone, 15,353 tons, at 1½ <i>d.</i> per ton, ...	96 0 0
Interest on 5,000 <i>l.</i> 3 per cent. capital stock, it being proposed to appropriate 17,000 <i>l.</i> of the whole, say 24,000 <i>l.</i> towards the monies required for completing the repairs, leaving 5,000 <i>l.</i> as a reserve, .....	8,992 18 11
Rents at Ramsgate of Houses, &c. ....	150 0 0
Average Receipts for rental of Dock and Storehouses, ...	193 10 0
	350 0 0
Total, ..	£8,736 8 11



CHARGES.

Commission collecting the Harbour Dues, say 5,000l. at 5 per cent. ....	£250 0 0	
as at some places the expense of collecting is greater than at others, and 4,500l. at 2½ per cent. ....	110 10 0	£ s. d.
		8,260 10 0
Money to be borrowed upon security of rates, to complete the works, say 38,000l. at 4 per cent. the residue, 12,000l. being taken from the present capital, .....	1,520 0 0	
Allowance to Trustees, annual, .....	300 0 0	
Ditto to Corporation of Sandwich, ditto, ....	200 0 0	
Establishment in Ramsgate, as per account, ..	1,000 0 0	
Ditto in London, ditto, .....	730 0 0	
Office Rent, &c. ....	850 0 0	
Mr. Rennie, Engineer, permanent salary, ....	200 0 0	
Mr. Gott, Dep. Engineer, residing Ramsgate, Present actual allowance to master masons and carpenters, who may be continued to superintend and look over the works to be executed	380 0 0	
Allowance for excavating and cleaning the Harbour annually, which it is presumed when the sluices are completed, may be reduced materially, .....	400 0 0	
Housekeeper at Ramsgate, .....	50 0 0	
Warehousekeeper ditto, which office appears to be overpaid, .....	100 0 0	
Sundry charges, account, postage, small expenses, .....	100 0 0	£ s. d.
		5,890 10 0
Surplus to meet contingencies, and to pay off the monies borrowed, exclusive of the reductions the Trustees may be able to make in the establishment, .....	2,895 18 11	
Add, amount of rate on ships of Foreign States, which will continue to be collected until British ships shall be placed in such countries upon the same footing in respect to charges as their own, 184,897 tons, at 1½d. per ton, to be charged only one way. The charge on all ships above 300 tons, as recommended, being abandoned, .....	968 2 1	
Total surplus, at reduced rates, ...	£3,864 1 0	

In addition to the surplus, it may be stated, that in consequence of the reduction in the rates, the number of vessels that will frequent Ramsgate harbour will be materially increased, and the receipt therefore probably rather exceed than fall short of the estimate. In concluding, your Committee beg to repeat a suggestion offered in a former part of their Report, that, with a view to the accommodation of the trade, the collection of all the rates may be consolidated, and that the Trustees should authorise the collection of the dues payable in London by the Trinity Corporation, at their office on Towerhill; a commission of two and a half per cent. being allowed the Corporation, for the trouble of collecting them.

DOVER HARBOUR.

Your Committee's attention was, in the next instance, directed to Dover Harbour, and the charges imposed and collected for its maintenance. This harbour has long enjoyed legislative protection; the Act under which it is now regulated, is the 47 Geo. III. ch. 69. The management is placed under the Lord Warden of the Cinque Ports, the Lieutenant Governor of Dover Castle, the Mayor of Dover for the time being, and a certain number of assistants, who used to hold meetings twice a year, but which, according to the evidence of Mr. Shipden, the registrar and agent, have not been regularly held for some years. They have the power, under the Act, to raise monies for the purposes of the harbour upon the credit of the rates, in such manner as to a majority of them may seem expedient; of this right they have availed themselves to a considerable extent; as by a paper returned by Mr. Latham, the Treasurer, it appears, that since the year 1794, sums have been raised upon the credit of the rates to the amount of 19,500l. part of which upon annuities at 9, 10 and 11 per cent. and that an agreement has been made with a Mr. Oxenden, for a further loan of 7,000l. making together no less a sum than 26,500l. at an annual interest of 1,594l. of which sum so raised, 23,500l. has been borrowed within the last five years; it appears further by the accounts rendered and confirmed by the evidence of the registrar that the annual average revenues of the harbour are about 13,000l. per annum, so that in five years, a sum of no less than 81,500l. has been expended upon the works repair and maintenance of the harbour. The amount of the rates by law established, upon the shipping, are 3d. per ton upon all ships under 300 tons burthen, bound over sea, which shall pass from, to or by Dover, whether to the east or to the west side of the Goodwind Sands, or which shall enter the harbour, and authorizes a reimbursement of the rates from the owners of the cargoes with which the vessels shall be laden.

Coasting vessels, if laden, are subject to a charge of 1½d. for every chaldron of coals or culm, ton of grindstone, Purbeck, or Portland stone, provided they shall be above 20 tons and under 300 tons; and from every vessel that may enter Dover harbour, laden with merchandize, above 300 tons burthen 3d. per ton; but if laden with coals and culm, 1½d. per chaldron, and an equal charge for every ton of grindstone, Purbeck, or Portland stone. All vessels in ballast, and such as do not enter the harbour, being of the burthen of 300 tons and upwards, are exempted from any demand.

The annual receipt of rates, upon an average of the last five years is about 11,300l.; and the annual receipt of permanent income arising from ground-rents, and leases of houses and land, to about 1,700l., making together the annual income 13,000l. per annum.

Many of the observations your Committee have felt it their duty to make, in regard to the principle upon which the rates payable from shipping to Ramsgate harbour, are in some instances collected, apply more strongly to that of Dover. The practice, although sanctioned by law, of making vessels pay duties for a harbour, of the advantages of which they do not, and in many cases cannot, avail themselves, appear to your Committee objectionable; and particularly so in a case, where from the natural formation of a bar thrown up before the harbour during gales of wind, ships are frequently precluded from obtaining shelter in it, in periods of great danger and distress. It appears in evidence, that the bar in question, is at times increased to a degree to render the entrance of ships or craft of any burthen into the harbour impracticable; and although upon some occasions during spring tides, vessels of between 400 and 500 tons, are said to have entered for shelter, they must be considered as extraordinary cases, and to have occurred during the prevalence of a notherly wind, when it is presumed that vessels, unless in a state of the most imminent peril from leakage or damage, would prefer seeking shelter in the roads of Dungeness, or even Portsmouth harbour.

Attempts have been made to obviate the obstruction alluded to, which have hitherto been unsuccessful. It is stated to your Committee, however, that works are now in progress, which may lessen the continuance of the inconvenience, although not prevent it. Mr. Shipden states, that whenever the works in question, shall be in operation, it will require a tide to remove the obstruction, which your Committee understand to be after the gale of wind (which has produced the bar,) shall have subsided, the harbour, of course, not affording shelter at the moment when most important. How far any ingenuity may be successful in seconding the endeavours which the Harbour Trust are making, at a great expense, to obviate the inconveniences belonging to this Harbour, your Committee are unable to form a judgment; but they submit, whether in any event the accommodation it appears likely to afford to the navigation of the country, is of an extent and value to furnish a reason for continuing except on those that may actually enter the harbour, so large an impost on ships under 300 tons, sailing from port to port, which in the ordinary course of navigation, pass between Calais and Dover, and which have little chance of reaping any advantage from it. Upon these grounds, your Committee would have felt no hesitation in suggesting the discontinuance of all rates upon ships or vessels which shall not avail themselves of Dover harbour, were it not for the large debt which has been incurred, the payment of which has been guaranteed upon the faith of the rates, and the importance which, in a national point of view, belongs to the harbour, as affording a point of most convenient communication with the coast of France, which your Committee are of opinion should, under any circumstances, be maintained. It appears to them, however, that by subjecting the expenditure to a vigilant supervision, and establishing a system of rigid economy, reducing the large balances of cash which are allowed to remain in the hands of the Treasurer, executing the necessary repairs and works by contract, within limited periods, and under the superintendence of an active and intelligent engineer, a very considerable reduction of the rates on all vessels under 300 tons, passing Dover harbour laden, and now chargeable with 3d. per ton, may be effected.

Your Committee have found it necessary to express their opinion strongly, as to the necessity of a vigilant attention in the administration of the funds, as it is to be collected from the evidence of the registrar, that the periodical meetings of the boards have for some years past, been unattended to, and that no regular audit of the accounts beyond the mere examination of the vouchers, with the amounts of payment, has taken place.

Your Committee find, by reference to the annual accounts, that the permanent revenues of the harbour are about 1,700l. per annum being about 200l. more than the interest payable upon the monies borrowed, and yet to be received 7,000l. being put to the credit of the trust, exclusive of the balance of cash. The annual average receipt of rates, as now established, yield about 11,300l.; but from the imperfect mode in which the accounts are kept, no correct return can be obtained, of the tonnage of the vessels, which have, during the last few years, sought shelter in Dover harbour; nor has the harbour master or registrar, who have been examined to those points, been able to give to the Committee, any information on the subject. From a return, however, made by the

collector of the customs at the port, it appears, that the amount of the contribution, annually made from vessels that enter and sail from the harbour, is about 1,150*l.* bearing a small proportion of the sums levied. The rates upon such vessels as may enter the harbour, your Committee do not propose should be altered; but they are decidedly of opinion, that the rates upon vessels merely passing, should be forthwith reduced to one penny per ton, that is, on all vessels laden, bound over sea, being under 300 tons; and on all coasters laden with coal or culm, one half-penny per chaldron, and the like sum on every ton of Purbeck, Portland, or Grindstone, the latter being above 30 tons, and under 300 tons; this diminution in the rates, being two-thirds of the present charge, will reduce the amount of collection from vessels passing, to **£3,713**  
Add thereto, annual collection from vessels entering the harbour.....1,150

Estimated total annual average receipt from rates.....4,863  
Add thereto, permanent revenues.....1,700

Total annual Revenue.....£6,563

which will furnish very ample means for providing the interest upon the monies already borrowed, and the further sum which it may be necessary to raise, to complete further works (of the expediency of which your Committee entertain the greatest doubt,) and keep the harbour in a state of repair; and also to form an accumulating fund, for paying off those sums of money, which have been, or may be borrowed, as loans only, allowing at the same time a sufficient sum for the establishment and contingencies.

The Board of Assistants having under the Act, the power of reducing the harbour rates, it therefore will depend upon them, in the first instance, that the recommendations of your Committee, in respect to the relief of the shipping, should be carried into effect, as also that for the general accommodation of the trade, they consent that the collection of the Dover harbour dues, payable in London, should be received by the Trinity Corporation, at their office on Tower-hill; and  $\frac{1}{2}$  per cent. commission, be allowed for the collection.

Among the heads intended for inquiry, were the Tonnage Duty, and the Connelage. From the first, your Committee has been relieved by the repeal which has taken place in the course of the present Session; and they have reason to believe, that the second has been long under the consideration of the Government, and a bill for the regulation of it likely to be submitted to Parliament. But there are still, however, several subjects connected with the burthens upon trade, and others of considerable importance to the commerce of the country, under the consideration of your Committee; among which are the laws relating to quarantine the rates collected under them, the London port duty, and the regulations and rates of pilotage; the inquiry into which your Committee had hoped to have been able to complete in the course of the present Session. This has been prevented by a reference to them, of the application of the West India Dock Company, for a renewal of their charter, together with the numerous petitions which have been presented against it from various quarters. The approaching expiration of the charter, to the expediency of continuing which their attention was thus called, has compelled them to suspend their examination into the subjects referred to, and to proceed without delay upon this part of their inquiry. Although considerable progress has been made in it, they cannot venture to entertain the hope of bringing it to a conclusion in time to enable them to resume the consideration of those subjects before the probable rising of Parliament; it must therefore remain postponed, to be renewed in a future Session of Parliament, if it shall be the pleasure of the House to revive the Committee.

### Newspaper Chat.

**Bees.**—Mr. Beddome, a chemist in Tooley-street, thus writes to the editor of the *Times*:—"Sir,—Having lately read in the very interesting Introduction to Entomology, written by Messrs. Kirby and Spence, of the great tenacity of life which some insects possess, it has brought to my recollection a fact that occurred three years ago, that I confess I could not have credited had it not passed under my own observation. I had purchased 20 large hives, and a hog-head of Dutch honey in the natural state, not separated from the wax, which had been in my friend's warehouse above a year; and, after emptying my hives as well as I could, I boiled them for a considerable time in water to obtain what honey remained between the interstices. A considerable number of bees that had been mixed with the honey were floating on the surface of the water, and these I skimmed off and placed on the flag-stones outside my laboratory, which was at the top of the house, and then exposed to a July meridian sun. You may imagine my astonishment when, in half an hour I saw scores of these same bees, that had been for months in a state of suffocation, and then well boiled, gradually come to life and fly away. There were so many of them that I closed the door, fearing they might be disposed to return and punish me for the barbarous usage they had received at my hands."

**Portable grates.**—Emmanuel Stuedel, Esslingen, in Wurtemberg, invented last year portable grates, by which food may be dressed much more conveniently and agreeably than in the usual manner. It saves half the time, and two-thirds of the fuel generally employed. There is a particular description given of it in No. 190 of the *Universal Indicator of Southern Germany*, which our brief limits will not permit us to extract. —*European Magazine*.

**New Work.**—It is reported that the literary world will be favoured, in the ensuing winter, with a Volume of Letters from the pen of the acute and learned Author of "Vathek." Such a work cannot fail of exciting much curiosity. —*Salisbury Journal*.

**Watching Bill.**—In the year 1776, a Bill was introduced into the House of Commons for the better watching of the Metropolis; in order to effect which object, one of the clauses went to propose that watchmen should be compelled to sleep by day. Lord Nugent, with admirable humour, got up, and desired that "he might be personally included in the provisions of the Bill, being frequently so tormented with the gout as to be unable to sleep either by day or night."

**New sort of Velocipede.**—Last week, a man, upon a new sort of Velocipede, attracted a number of people together at the Elephant and Castle, to witness his activity and the swiftness with which he travels. He is a shoemaker by trade, and finding the trade bad at Newark-on-Trent, Nottinghamshire, of which place he is a native, he built this mechanical horse, as he terms it. It is on a different plan from the others; it is worked by two handles, which set two wheels in motion, and cause two levers in front to be put in action, which set the machine going at the rate of at least six miles an hour. It is the completest machine of the kind that has as yet been invented. He has travelled, in fine weather, 60 miles a day. He has two iron stirrups, in which he places his feet—they keep him steady on the saddle.

**Tithes.**—A Correspondent has furnished us with the following note of a case which was tried at Kilkenny, in March, 1789. At the present period it is curious, as well as important. The case is reported in the *Dublin Chronicle* of April 2, 1789:—"KILKENNY, April 1.—On Thursday a remarkable *Nisi prius* cause was heard at the Court-house, before Mr. Justice Daquery and a respectable jury, in which the Rev. Mr. Stone of Kells, county of Meath, was plaintiff, and Sydenham Davis, Esq. of Johnsville, defendant. The action was brought to recover 200*l.* due for tithes leased by the defendant to the plaintiff, as Rector of Kilmocahill; when, after a trial of some length, the Counsel for the defendant produced a Statute of Charles 1. by which it is enacted, that every rector shall reside 80 days in his parish every year, and preach 13 sermons, otherwise he will not be entitled to the tithes or dues of his parish; and as it was proved that the rector was non-resident, the jury found a verdict for the defendant, with 6*l.* costs. —*Dublin Morning Post*.

**Prodigious Wealth.**—The executor of the Rev. Peter Beauvoir, late of Downham hall, Essex, paid last week the sum of 38,000*l.* to the Stamp office, being the duty on 720,000*l.* payable to the residuary legatee, Richard Benyon, now Richard Benyon de Beauvoir. This fortunate legatee was no relation to the testator. Above 50,000*l.* were otherwise left in legacies. The immense property was bequeathed by the testator, independent of his freehold estates, which are of considerable value. In addition to this prodigious wealth, the testator possessed, and retained till the day of his death, a living of 300*l.* a-year!

**New Marriage Act.**—A countryman about to alter his condition, appeared last week before a Magistrate, to swear the affidavit required by the *New Marriage Act*, when, on its being read to him, he complained that he didn't understand it. "Not understand it," said his Worship, who was a new-made Knight not over-burdened with sense,—"Not understand it; why, you must be quite a fool." "No, I be'n't quite," said honest Clod drily, "but I be very near en."

**Postage to India.**—English Newspapers may now be sent to India at an expence of only one penny paid at any Post office in the kingdom.

**Napoleon in Exile.**—Nearly nine thousand copies of Mr. O'Meara's *Napoleon in Exile* have been already sold, a number unprecedented in these times, considering the price of the book.

**Episcopal Approbation versus Episcopal Censure.**—Our readers will not perhaps be surprised at being informed that the reverend hero of Freiston Shore has been playing his tricks at Skegness hotel, where his conduct has been so gross and indecent as to induce the company to send in for the landlord, and inform him that, unless he turned this 'very reverend personage' out of doors, they should immediately leave the house. It is hardly necessary to say that he was speedily dismissed. This feat will, we suppose, bespeak for him fresh marks of favour and approbation next time his right reverence the bishop visits his diocese. We are cautious to know what the unlucky wight whom his Lordship rapped to hard for supporting the Bible Society, Missionary and Tract Societies, &c. has been about lately. We advise him to leave off these wicked ways, and to copy the very exemplary demeanour of and the reverend gentleman aboves alluded to. —*Stanford News*.



# ASIATIC DEPARTMENT.

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## Operation of the New Laws.

It was a subject of well founded congratulation both in Europe and in Asia, that some of the Natives of India had begun to use the Press, as the means of enlightening their Countrymen; and when Newspapers started up in the Persian, Bengalee, and other languages, our Predecessor, ever eager to encourage the means adopted for the diffusion of information, employed a Translator for the purpose of re-publishing in the English language, the most useful portions of the intelligence they might contain. A person of this kind is still attached to the CALCUTTA JOURNAL establishment with this view; but the article which follows, will show the Public that the hopes entertained of the Native Press may now be abandoned.

The great utility of the Native Press would have been, to make Government and the Public intimately acquainted with the real situation and sentiments of the whole population; but it is to be lamented that, apparently from the natural timidity of the Native character, it did not answer this purpose, even with the cheering indulgence of the Marquis of Hastings. A true picture is given of it in the Native Memorial, as follows: "Native Authors and Editors have always restrained themselves from publishing even such facts respecting the Judicial Proceedings in the interior of the country as they thought were likely at first view to be obnoxious to Government." If such was the case at the time it was thought necessary to establish new Regulations for restraining the Press, it is not to be supposed that a Native Newspaper will now venture to publish any truth at all, if there is the most distant chance that it may be unpleasant either to Government, or to any of its servants. We regret that this should be the case for the reason expressed in the Memorial,—a conviction of the manifold advantages of Government being put in possession of an impartial account of what is passing in all parts of the country, that it may be acquainted with whatever requires its interference; and also from a conviction of the salutary influence of Public Opinion, and that only the Press—not crippled in its exertions by fear, but cherished and free—can do any thing towards dispelling the darkness which envelopes so many millions of our fellow subjects. The following is the translation we have alluded to, from the Persian Newspaper, styled the "MIRAT-ool-UKHBAR," established above twelve months ago, and now discontinued in consequence of the New Laws regarding the Press:—

### MIRAT-ool-UKHBAR.

Friday, April 4, 1823.—(Not included in the Regular Numbers).

It was previously intimated, that a Rule and Ordinance was promulgated by His Excellency the Honourable the Governor General in Council, enacting, that a Daily, Weekly, or any Periodical Paper should not be published in this City, without an Affidavit being made by its Proprietor in the Police Office, and without a License being procured for such publication from the Chief Secretary to Government; and that after such License being obtained, it is optional with the Governor General to recall the same, whenever His Excellency may be dissatisfied with any part of the Paper. Be it known, that on the 31st of March, the Honourable Sir Francis Macnaghten, Judge of the Supreme Court, expressed his approbation of the Rule and Ordinance so passed. Under these circumstances, I, the least of all the human race, in consideration of several difficulties, have, with much regret and reluctance, relinquished the publication of this Paper (MIRAT-ool-UKHBAR). The difficulties are these:—

First—Although it is very easy for those European Gentlemen, who have the honour to be acquainted with the Chief Secretary to Government, to obtain a License according to the prescribed form; yet to a humble individual like myself, it is very hard to make his way through the porters and attendants of a great Personage; or to enter the doors of the Police Court, crowded with people of all classes, for the purpose of obtaining what is in fact, already in my own option. As it is written:—

Abrooe kih bu sud khook i jigar dust dihud  
Bu oomed i karam-e, kha'juh, bu-durban mu furosh.

The respect which is purchased with a hundred drops of heart's blood. Do not thou, in the hope of a favor, commit to the mercy of a porter.

Secondly—To make Affidavit voluntarily in an open Court, in presence of respectable Magistrates, is looked upon as very mean and censurable by those who watch the conduct of their neighbours. Besides the publication of a Newspaper is not incumbent upon every person, so that he must resort to the evasion of establishing fictitious Proprietors, which is contrary to Law, and repugnant to Conscience.

Thirdly—After incurring the disrepute of solicitation and suffering the dishonour of making Affidavit, the constant apprehension of the License being recalled by Government which would disgrace the person in the eyes of the world, must create such anxiety as entirely to destroy his peace of mind. Because a man by nature liable to err, in telling the real truth cannot help sometimes making use of words and selecting phrases that might be unpleasant to Government. I however, here prefer silence to speaking out:

Guda-e goshuh nusheene to Khafiza mukhyrosh  
Ro' moot maslubut-i kheshe khook-rowan danand.  
Thou O Hafiz, art a poor retired man, be silent:  
Princes know the secrets of their own Policy.

I now entreat those kind and liberal gentlemen of Persia and Hindoostan, who have honoured the MIRAT-ool-UKHBAR with their patronage, that in consideration of the reasons above stated, they will excuse the non-fulfilment of my promise to make them acquainted with passing events, as stated in the introductory remarks in the first Number; and I earnestly hope from their liberality, that wherever and however I may be situated, they will always consider me, the humblest of the human race, as devoted to their service.

## Cautious Criticism.

Sir, To the Editor of the Journal.

Pope long ago remarked that "A Saint in Crape is twice a Saint in Lawn;" and the Editor of the JOHN BULL probably upon some such principle, considers a proficiency in Poetry as much more to be praised in a Tory Editor than in a Radical Lord. But whatever may be the "invariable principles of Poetry" by which the worthy Editor judges, he has given the public distinctly to understand that he thinks Mr. A. Atkinson's Poetry equal to the very best of Lord Byron's, though, to be sure, he qualifies this praise considerably by adding that he never had any great opinion of his Lordship as a Poet. In order to do justice to JOHN, it may be as well to quote the passage. It is taken from a brief introduction which he prefixes to a Review of "THE AUBID, an Eastern Tale, By JAMES ATKINSON, ESQUIRE, &c." The Review is extracted from the Oriental Magazine, and will be read by the happy few who escape falling asleep over the "Synoptical View of General History," which precedes it, in that learned compilation. But let us hear JOHN BULL's own words:—

"We have selected a portion of the Review of Atkinson's Aubid."—"It is written, in our judgment, in the very best style of Lord Byron—and, for our own part, we have received as much gratification from its perusal as we ever did from any of the works of the noble poet; indeed, we are in no degree enthusiasts in the cause of his Lordship's character as a Poet!" Perhaps the reader may suppose that the last discreet clause means that it is only as a husband—or as a politician—or as a moralist, that the Noble Lord's character does meet JOHN's taste. But I acquit him of this; it is only part of his usual trick of "blundering round a meaning," which he aims at, but cannot hit.

I am sorry for Mr. Atkinson's misfortune in having incurred the ridicule of his patronage. That gentleman's verses are very pretty and from the taste he displays, I suppose nobody will be more offended than himself at this preposterous fancy of setting him up as a rival of the most powerful of living Poets.

Garden Reach.

CRITICUS.

**Cheap Living in England.***To the Editor of the Journal.*

SIR,

Some one lately asked for information, in the JOURNAL I think, as to the part of England in which he might live cheapest, and on what fortune. These queries I cannot answer, but I send you an extract from a letter which I have just received from a friend residing in London, dated in October last.

"Living in India in the receipt of a handsome monthly salary,—and here on a limited income,—are situations very unlike; but this year every body in England may live on less than usual; as most things are considerably diminished in price. I am neither a Politician, nor skilled in Political Economy, and therefore cannot argue upon the cause;—but I feel the advantages of the effect."

April 8, 1823.

S.—

**Red Riever Defended.***To the Editor of the Journal.*

SIR,

That two such articles as appeared in the 4th number of the ORIENTAL MAGAZINE and CALCUTTA REVIEW, headed "Calcutta Press," and "Mr. Buckingham," should have been written by any gentleman, must be felt as a matter of deep regret by this society there can be no doubt; but when the fact is made known that such articles appeared in a publication avowedly conducted by a Clergyman who is at the head of a National Church, deservedly proud of its purity and independence, it cannot fail to shock all the other Ministers of that Church.

I am aware that I am treading on more than tender ground, when I presume to approach even the hem of the priestly garment of this angry Editor; but as he has told us that we are at liberty now to write any thing that does not "fling filth in the face of Government;" I feel safe in the remarks which I am about to make, simply to point out his literary misrepresentations. Whether the Editor of the Review admires the wit of Ebony I know not, but it is evident that he does not relish his "retorts courteous," because, as he says, they are personal. I believe him; they are certainly whimsically acute; but they give a perfect and faithful picture of this society. Personality, indeed? what a farce it is to hear this Reviewer complaining of personality, when we look back to the period when he was Editor of the MIRROR, and again to his Rejected Address, on which occasion he dragged before the Public, by name, some of our most respectable members. I believe him also, when he says, "I admire his politics," because it is now convenient for him to be a Tory. I am going on his own principle, mind you; I am speaking of the man as an Editor. "Some kind Correspondent (he says), but a very incorrect one, has furnished Ebony with several articles, entitled "Calcutta."

Here I take the liberty to flatly contradict him, and to say, that there never was a more correct view of any society given in any publication, or a more perfect delineation of the different characters of this society, than that which appeared under the several heads, "Calcutta," which appeared in BLACKWOOD; so much so indeed, that it delighted almost every one of us. I deny the assertion of the Editor, that this Gentleman who has written so happily in BLACKWOOD, was ever received in the light which this Editor wishes to place him, at the table of any man; since he lived with a relation who had as much influence and consideration in this place as any man ever enjoyed; if, however, he means that RED RIEVER dined with him, and that for that dinner or dinners, he should have been grateful, I am not prepared to say whether he did or not; but this I know, that if he did dine with him, he conferred upon him an honour; for, although RED RIEVER is not a polished man, he is an honest man, with the advantage of a liberal education, and of belonging to a liberal profession. This Editor talks of the privacies of our society, and of us Bengalees, as though he had been familiarised with and formed one of us for some years, whereas he is himself scarcely known among our private circles, and I believe I may safely

say, that what we did know of him during his first short residence among us, in his public character as Editor of the MIRROR, was not such as to excite our admiration. It is a Libel on the character of English Gentlemen to say, as this Editor has asserted, that all the Gentlemen who visit this Country, are Adventurers, who, on their return to England, "run to feed the growing appetite of the Public with tales of scandal." I have never yet known an instance of it, and his unmanly attack on all Adventurers, as he is pleased to dub them, is but a miserable shuffle to cover his main object, which is obviously to persuade the people in Scotland, that RED RIEVER is a man of no consideration, and by thus gulling the people at home, to detract from the merit and accuracy of RED RIEVER on his history of the Indian Press.

The Reviewer then resorts to flattery, and to bring Ebony to his side, tells him that he is much liked here; an assertion wholly without foundation or truth, for I have never yet heard three men besides the Second Editor of the Calcutta JOURNAL BULL, praise Blackwood, and unless he can prove that there are not nine Whigs for one Tory in India, he must admit, what he knows to be true, that Ebony is viewed with feelings of disgust here, and is held in as much contempt as the English and Calcutta BULLS, which have been going right and left all the private characters of their political opponents. This enraged Reviewer, still continues to deal out his own erroneous opinions, and asserts that the articles headed "Calcutta," are not much relished here; whereas in truth they are the only articles given by Ebony, which ever took here, and such articles will always delight us so long as they continue to be such natural faithful, and perfectly finished pictures of ourselves. Why, Sir, the whole account is life itself, and I doubt very much that, even that exquisitely able artist—Mr. Chinnery, could paint on canvass, such a likeness of himself or any other member of this society as RED RIEVER has drawn on paper, of Mr. Chinnery and other well known characters, in his several articles—"Calcutta." The Oriental Editor says, "RED RIEVER's departure from veracity, is singularly gross." Now in making this assertion, the Reviewer has obviously misrepresented the character of RED RIEVER, and it should be recollected that while the Editor is reviewing the story of "RED RIEVER, and knight of the Mirror," he is sitting in judgement on his own conduct, and when he gravely tells us, that he answered not, nor attempted to answer what he calls RED RIEVER's Libel, he should have added—"for it was unanswerable."

On the whole, I do not know that I ever read an article in any Magazine or Newspaper, so full of ill humor, intemperance and low vulgarity, for instance, "rankness of disobedience and licentiousness; and turning, the hair of his head from beautiful red to a dirty grey," as this article on the Calcutta Press; and the Editor not satisfied with his attempt to prove this Gentleman (one of H. M. half pay officers) an ungrateful Adventurer, endeavours to prove him also a man devoid of principle, that would for the sake of a glass of whisky punch (provided, however, the whiskey was good) "fill a bumper to the fall of the Free Press in India," and thus deny his creed. Here is "pepper and salt" for you with the addition of strong liquors, to excite a ready sale for his Magazine; but I shall be much disappointed if this sage Editor does not receive more than he has given.

His attack on Mr. Buckingham is as rancorous and unmanly, as his assertions are incorrect regarding the feeling of the Indian community on the Freedom of the Press; and he knows it is not true, that the close of the reign of free discussion is regarded here as either a fortunate occurrence, or as a constitutional measure, nor that the transmission of Mr. Buckingham was regarded as a necessary act. The Editor's assertion that Mr. Buckingham was more pertinacious after he had disposed of some shares in his JOURNAL is also incorrect, for his witty article on plurality of appointments, in the instance of the late Doctor Jameson, was much more personal, and as the Editor would have it "pertinacious." Of this article on Buckingham I shall say no more, and I am much mistaken if he does not in the NEW ASIATIC JOURNAL, get a "Rowland for his Oliver."

I am, Sir, Your obedient Servant,

Calcutta, April 8, 1823,

A FRIEND OF RED RIEVER.



## Remarks on Mr. Buckingham.

To the Editor of the Journal.

SIR,

To the excellent remarks of your Correspondent A FRIEND OF INDIA, on the article on "Mr. Buckingham" in the ORIENTAL MAGAZINE. I would beg leave to add a few words. In speaking of Mr. Buckingham's overstepping the ever-shifting boundaries between allowable comment and offensive strictures, the Reverend Editor says: "That it was from no conviction of their being unwise, inexpedient, or illegal, is evident, from Mr. Buckingham's repeated admissions of the contrary in his Correspondence with Government." Will any one believe that Mr. Buckingham has repeatedly admitted the wisdom, expediency, and legality of subjecting the Press to a species of control which he had deprecated as worse than Censorship? Let one such admission be produced.

Experience has shown that all such restrictions as have now been republished, with additions and amendments, are like words written with sympathetic ink, which only start into existence by the agency of great heat; and notwithstanding the pains that have been taken to avert the prodigy pronounced by B. W.—*Sol oculi, nec nulla secuta est*, there will still be a continual struggle between light, darkness, and "disastrous twilight;" between the genial irradiations of the Sun and the baleful fires of the Beacon.

## Extracts from an Officers Journal.

### MANDOO.

"Here an opulent City once flourished: this was the seat of a powerful Empire."—VOLNEY'S RUINS.

Mandoo, once the Capital of the Mahomedan Kings of Malwah, is about 36 miles from the British Cantonment of Mhow, and 6 from the village of Naubha.

The space on which the city is built, is on the crest of the Vindhya Range of Hills, and is about 30 miles in circumference; it is separated from the Table Land of Malwah by a rugged precipitous ravine or valley, from two to three hundred feet deep. This valley nearly encircles the city, and forms a natural barrier of great strength; it was also further strengthened by a wall built on the edge of the precipice, and thus completely secured from the hostile attacks of its enemies.

The road from Naubha, winds through a cluster of small hills, thickly covered with trees and low jungle. On approaching Mandoo, and immediately on clearing the hills alluded to, the valley which surrounds the city, opens on the view; it is at this point, full three hundred feet deep, and presents a scene at once grand and imposing. The bare rugged top of the precipice, with here and there a wild plaintain tree springing from the clefts of the rock, forms a striking contrast to the rich and varried foliage of the trees and shrubs, which cover the bottom of the valley, and spread on every side in all the wild luxuriance of nature.

Crossing this valley by a ruined causeway, you come to the Delhi gate of the city, and winding up the opposite steep, after passing five smaller gate-ways, enter the once-populous city of Mandoo.

Leaving unnoticed the fabulous story of the *Parus-Puthur* (or Philosopher's Stone) and the use said to have been made of it in building this celebrated city, Mandoo may be considered to owe its origin as a place of importance, to Hoshung Shaw; this Prince after reigning 30 years, died A. D. 1433, and Malwah ceased to be a separate kingdom, about the year 1567. The ruins of Palaces, Mosques, and Tombs, indicate the former prosperity of this (now desolate) city, and the numerous Tanks, Wells and Reservoirs for water, show that every attention was paid to the comfort and convenience of the inhabitants.

The ruin of this city must be attributed to the downfall of the family, to the care of whose Princes it was chiefly indebted for its splendour and prosperity; and although from its fertile

soil, salubrious climate, and great natural strength, Mandoo seemed safe, from those vicissitudes, to which other cities in so unsettled a country might be subject, yet, notwithstanding these advantages, it has become a wilderness, and offers a striking but melancholy example of the instability of wealth and power, in countries where from the absence of all Law, any change of the Government subjects the people to every species of oppression and plunder, to satisfy the rapacity of its agents; but a few short years have elapsed, since Mandoo vied in riches and splendour with the proudest cities of India; but with the overthrow of the Monarchs, to whose fostering care it owed its rise, the whole has vanished, and nothing remains to mark its former prosperity or even its existence, but the ruins of its Palaces.

"The spider holds the veil in the Palace of Cesar, the Owl stands sentinel on the watch tower of Afrasniab."

The city seems to have been built entirely of stone, and the walls of many houses are still standing. I traversed the deserted streets and explored my way over heaps of ruins, uninterrupted by the appearance of any human being; the few wandering Bheels who occasionally occupy some of the ruins having fled or secreted themselves at my approach.

The Jumma Masjid and the Tomb of Hoshung Shaw, first attract the attention of the visitor, and for this reason as well as being in a less ruinous state than the other public buildings, are most worthy of notice. The Jumma Masjid is about two miles from the entrance to the city by the Delhi gate. It is a quadrangle enclosing an open Court 52 yards square, surrounded by colonnades of lofty pillars of fine freestone, which support a handsome dome roof, in the western face are eleven niches or recesses inlaid with the finest black marble. This Mosque is built entirely of brown freestone, and is well adapted for a place of public worship. The general style and finishing of the whole, evincing considerable skill in the architect who planned and executed it. Sacrilegious hands have been aiding the great destroyer, Time, in his work, and the pavement of the Court, is nearly all carried off. The appearance of the marble in the niches, also indicates that nothing but the difficulty of removing it has prevented its sharing the same fate.

The Tomb of Hoshung Shaw is to the west and joining the Jumma Masjid, it is 44 feet square, on the inside lined with the white marble, with which material the top of the Dome is also covered; the building is free from all tawdry decoration or ornament, and from its size and the witty, though chaste materials of which it is composed, is a sepulchre worthy of a powerful Monarch.

The Tomb contains six graves; two marble slabs belonging to the center grave said to have had inscriptions; have been carried away and these tablets placed to commemorate the most powerful and celebrated of the Kings of Malwah, are probably destined to ornament the Palace of some Hindoo Raja or Ruler of the Province.

The Tomb itself, is at present in a tolerable state of preservation, but the desire of the great, to obtain portions of the marble, and the idle folly of the little, who visit Mandoo, will in all probability soon render it a heap of ruins.

There are many other buildings scattered through this mighty ruin well worthy of notice, but any attempt to do so even in the most imperfect manner, would occupy too much of your Paper. Here the Antiquarian will find much to interest him, the Painter, an endless variety of subjects for the exercise of his pencil; and the admirer of the beauties of nature in the wild and romantic scenery with which it abounds, will feel himself amply repaid for the trouble of visiting Mandoo.

### COURSE OF EXCHANGE.

BUY.]	CALCUTTA.	SELL.]
1 11/2	2 1/2 On London 6 Months sight, per Sicca Rupees, ..	3 2 1/2
	Bombay 30 Days sight, per 100 Bombay Rupees, ..	92
	Madras ditto, 94 1/2 98 Rs. per 100 Madras Rupees, ..	
	Bills on Court of Directors drawn, at 2 1/2 — Exchange 26 1/2 28 pr. ct. prem.	
	Bank Shares Premium 60 to 62 per cent.	

## Madras.

Madras, Thursday, March 27, 1823. — The Ship AGINCOURT, Capt. Mahon, is expected to be despatched for England on the 15th of next month.

H. M. 89th Regiment. — His Majesty's 89th Regiment being now stationed at Cannanore, all Letters for the Regiment are to be addressed to that place, instead of Quilon, its late station.

The Farces of the "First Floor," and "The Citizen," are in rehearsal by the Mount Actors, and will be performed at the Pauthoon, on Tuesday the 16th of April. — Madras Government Gazette.

## Ship Launch at Coringa.

To the Editor of the Madras Government Gazette.

Sir,

As a short account of a launch may be interesting to a part of your Readers, particularly as having taken place on this Coast, I take the liberty of sending you one, of which I was an admiring spectator, by inserting it you will oblige your constant reader, —

Yesterday at half past 10 A. M. the hour fixed on by Capt. Hanwell, was launched into his destined elements the "David Malcolm;" she is one of the finest vessels that has been built for a long time at this port, and should she (as we hope) be intended to trade between Madras and the Northern Ports, will prove a great acquisition, as she has six Cabins neatly fitted up for Passengers; she is we believe about 220 Tons — On her receiving her name from Mr. S — she received three cheers, in which the Gentlemen present were joined by thousands of natives assembled on the shore to witness this gratifying sight. The party afterwards retired and partook of a splendid entertainment, where the finest wines with every delicacy of the season were sported in abundance. — We retired at a late hour to the arms of Morpheus, very well satisfied with the pleasant day we had spent."

Coringa, March 17, 1823.

## Public Roads.

Sir,

To the Editor of the Bengal Hurkaru.

Humble Pedestrians in Calcutta are as badly, if not worse, off than in other towns with which I am acquainted, for as there is no part of the road peculiarly set apart for people of this description, they are exposed to all the risks attending the concourse of buggies, carriages, horses, hackeries, &c. which frequent some of the most crowded streets in Calcutta. The streets here are all wide, and the new ones in particular reflect the highest credit upon the Committee for the improvement of Calcutta. Would it be quite impossible to spare about 4 feet on one side of the road for the purpose of a foot path, to secure to foot passengers an additional degree of security. The plan that is now adopting in England, not only in towns, but also on the high roads leading from one town to another, is to raise a path, about 4 feet in width, to the height of about 2 feet from the road, and this elevation effectually keeps cattle, horses, or any thing but foot passengers from using it, while at the same time it keeps the foot path dry even in the most rainy weather. This plan is, if I recollect right, introduced on the high north road from London, and to my certain knowledge, all the way from London to Bristol, a distance of 120 miles, with the exception of about five or six miles near Calne, these paths have been constructed. The expence is quite trifling, and the labour insignificant. Such an improvement is, I imagine highly desirable in this capital of the East.

There is another circumstance to which I advert with much pleasure, for it is one, the inconveniences of which were very serious, and the removal of which renders the part of the road in which it existed far less dangerous. I refer to the stopping up of that broad and dangerous ditch in the Circular Road. Formerly any person passing here with a young, restive, spirited horse, ran a great risk of being precipitated into the ditch, to the ruin of his buggy, and perhaps the loss of his own life. Of a dark night too, there was the same degree of danger, for the most skilful and careful driver would not always observe this ditch, broad and appalling as it is. The new method in which the drains are constructed is also entitled to the highest praise. It is now almost impossible that an accident should happen to a carriage even from getting into the drain. The mode of rounding them at the corner of a street, instead of making an angle, is another improvement and no doubt will prevent the recurrence of many accidents. In conclusion I will only just remark that it is only two years that I have been in India, and that in so short a space of time, I never saw a place make such a rapid stride towards improvement, as Calcutta has done. This is to me a convincing proof that some attention is paid to the comfort of the people here, and no doubt can exist but that their thanks are due to those who have the superintendence of the execution of those improvements which so materially conduce to it.

April 7, 1823.

JACK IN THE BOX.

Printed at the Columbian Press, No. 4, Bankshall Street.

## Review at Barrackpore.

To the Editor of the Bengal Hurkaru.

Sir,

Yesterday morning His Excellency the Commander in Chief reviewed the troops under the command of Major General Dalzell, stationed at Barrackpore, and though I did not hear His Excellency express his opinion on the subject, I am inclined to think he was much pleased with the soldier-like manner in which they went through their manœuvres. Where every movement appeared to be good, it would be difficult to say in which they particularly excelled. In my humble opinion, their advance in line nearly the whole range of the parade was performed in a very superior manner.

When the review was over, the European officers of the respective corps were introduced to His Excellency, and afterwards the native officers received the like honor, with which they seemed much gratified. I observed that the native officers, offered their swords to His Excellency who touched them, this being the military etiquette of offering and receiving a nozzar.

Amongst the company present, were the Hon'ble the Governor General, Major General Dalzell (commanding at Barrackpore,) Major General Hardwick, Colonel Sir Stamford Whittingham, Lt. Colonel Nicol and Lt. Colonel Bell, (H. M.'s 16 Lancers.)

His Excellency the Commander in Chief and suite, together with the principal officers present, breakfasted with the Hon'ble the Governor General, and in the evening were to dine with the Major General Commanding.

I am, Sir, &c.

SPECTATOR.

## To Correspondents.

The Letter of AN INDO-BRITON cannot be safely published, in its present state; and, besides, we think the offence it notices, may be easily set forth in its true colours in such a manner, as to cause it to be reprobated by all honest and liberal men, without endangering the publishers.

## Shipping Arrivals.

## MADRAS.

Date	Names of Vessels	Flags	Commanders	From Whence	Left
Mar. 22	Dauntless	British	G. C. Gambier	Trincomalee	Mar. 19
22	Madagascar	British	E. Nepean	Trincomalee	Mar. 19

## Shipping Departures.

## CALCUTTA.

Date	Names of Vessels	Flags	Commanders	Destination
April 8	Confiance	Portug.	J. Pereira	Macao
8	Esperanza	Portug.	A. J. Ferras	Macao
8	Zeli	French	Travers	Mauritius

## MADRAS.

Date	Names of Vessels	Flags	Commanders	Destination
Mar. 23	Hashmy	British	J. J. Denham	Calcutta
23	Earl Kellie	British	R. Edwards	Rangoon
24	Mary	British	J. G. Lear	Colombo
24	H. M. Sch. Cochis	British	E. Tincombe	on a Cruise
24	Highland Lass	British	C. W. Eaton	Coringa

## Stations of Vessels in the River.

## CALCUTTA, APRIL 8, 1823.

At Diamond Harbour. — CONDE DO RIO PARDO, (P.), — CIRCASSIAN, inward-bound, remains, — FAVORITE, (D. brig), passed down.

The Ship WERO OF MALOWN, Captain James Neish, is expected to sail for Penang, Siacapore, and Batavia, in a day or two.

## Marriages.

On the 8th instant, at St. John's Cathedral, by the Reverend J. PARSON, HENRY PHILIP LOVELACE, Esq. His Majesty's 16th Regiment of Dragoons, (Lancers), to LOUISA CLEVELAND, eldest Daughter of the late THOMAS GARNETT, M. D. of Great Marlborough-Street.

At Madras, on the 22d ultimo, at St. Thomas's Mount, by the Reverend P. STEWART, A. B., A. E. BLEST, Esq. M. D. Assistant Surgeon, to Miss MAGGS.